VOL. VIII. No. 10 PUBLISHED MONTHLY AT VANCOUVER, B. C. PRICE 15 CENTS

British Columbia Magazine

OCTOBER 1912

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Net profits year ending January 31, 1912.....	21,044.91
Assets year ending January 31, 1911	86,000.00
Assets year ending January 31, 1912	315,318.18
Dividends paid for year ending January 31, 1911	12%
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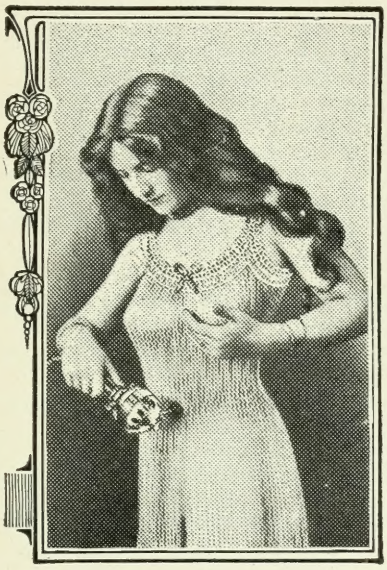

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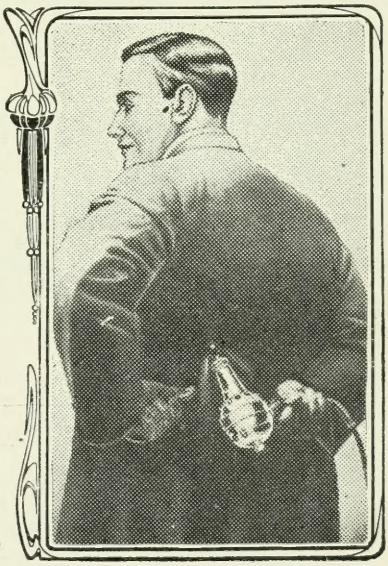

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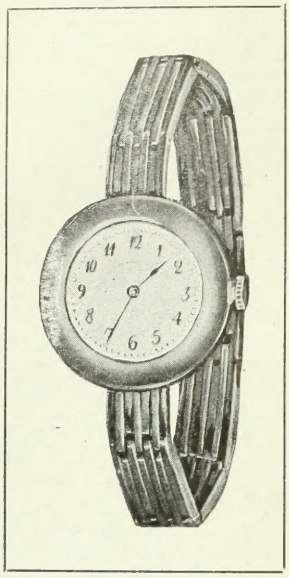

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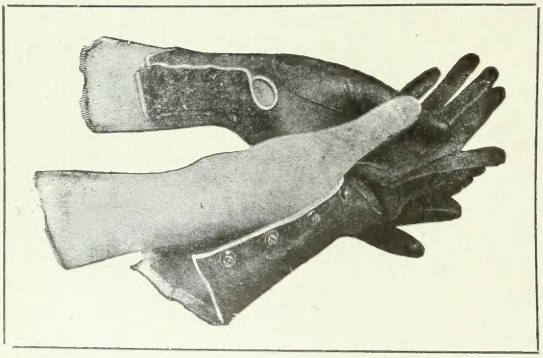

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THE BRITISH COLUMBIA MAGAZINE

FRANK BUFFINGTON VROOMAN
EDITOR

J. S. RAINE, Associate Editor ORPHEUS C. SOOTS, Business Manager
J. L. W. LEARY, Development Editor

VOL. VIII CONTENTS FOR OCTOBER, 1912 No. 10

A Song of Welcome (Poem by R. F. Adams) - - - - - - - Reverse Frontispiece
H. R. H. the Governor-General - - - - - - - - - - - - Frontispiece
The Duke in British Columbia - - - - - - - - - - - - - - - 705
Vancouver Arches - - - - - - - - - - - - - - - - - 712
Among the Big Game - - - - - - - - - Horace Nicholls - - 717
With the Cadets in Australia - - - - - - - - W. E. McTaggart - - 722
Immigration—Its Advantages and Disadvantages - - - Ernest McGaffey - - 725
The "Canadian National"—A Chat with its Vice-President, Mr. T. H. Ingram - - - - - - - - - - - - - - - - - 728
Free Trade with Great Britain - - - - - - - - "Justus" - - - - 734
Editorial Comment - - - - - - - - - - - - - - - - - 739
A Journey Through the Mighty Culebra Cut - - - - Frank G. Carpenter - 749
Advertising Talk - - - - - - - - - - Orpheus C. Soots - - 752
Development Section—Introductory - - - - - - - - - - - - - 753
Choosing a Locality for Your Home - - - - G. H. Morden - - 754
Fort George and Its Tributary Territory - - - John Ridington - - 755
Tobacco-growing in the Okanagan - - - - - A. B. St. John - - 760
Grand Forks, B. C. - - - - - - - - - - - - - - - - 763
Nelson, B. C. - - - - - - - - - - - - - - - - - 764
Vernon, B. C. - - - - - - - - - - - - - - - - - 765
Kamloops, B. C. - - - - - - - - - - - - - - - - 766
Kelowna, B. C. - - - - - - - - - - - - - - - - - 767

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Offices: 711 Seymour Street VANCOUVER, B. C.

¶ The Editor will always be pleased to consider articles and photographs dealing with British Columbia. Stamps must be enclosed for the return of MSS. and photos in case of their not being accepted. Poetry will not be paid for. Business communications must be addressed to the Manager.

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W. R. ARNOLD,
Managing Director.

A Song of Welcome

THE lines printed below were composed by Mr. R. F. Adams, of Vancouver, immediately prior to the recent visit of the Duke of Connaught to the city. Besides being strong and musical, they were happily prophetic of the radiant scenes witnessed during their Royal Highnesses' stay.

Welcome, our liege of peace,
Kinsman to England's Crown!
This Venice fair awaits thee now,
Aglow in bannered gown.
This City Queen that crowns with grace
Thy realm's far western rim,
Turns now to thee its loyal face,
Dons bright its garb of royal lace,
And flushing deep with maiden-grace,
Sings thee a loyal hymn.
O hark and hear, how soft and clear
It floats in joy to thee!
Till, echoing sweet with tender greet,
Its anthem swells in glee.

Twelve moons have gleamed and waned
Since first in royal state
Thy voice from stately dais rose,
And wove the nation's fate.
And clear as flows the crystal rill
Whose music stirs the sea,
Thy thoughts have left their source and flowed,
And softly flowed and deeper glowed,
And in the lowliest heart have sowed
The bonds of fealty.
From o'er the sea, with bended knee
They honor thee with praise,
And East and West clasp hands in zest
To spread thy name ablaze.

O Mohawk prince of old!
Who o'er his braves did reign;
From wigwam by the lake's deep brim
To wigwam on the plain.
Thy name hath crept from voice to voice,
In tones of deepest awe;
A Second Spirit Great art thou,
Who smokes the Calumet, till now
The fumes have spent, and angered brow
Looks nobly on the law,
And chief and brave subdued and grave
Prosper in peaceful ways;
And tomahawk lies shelved in rock,
A pride of other days.

O Autumn, drooping fair;
Shine golden from the East,
Shine golden from the West!
Till gleaming shower hath ceased.
Awaken into glowing beam
And speed the royal guest,
His far-loved spouse of memory fair,
His princess dowered in beauty rare;
Lull the wild blasts that sweep the air
And steep in dew the West.
Arise, arise, O hearts, arise,
And wave the banner free,
And hoist with pride, full far and wide,
The flag that rules the sea.

—R. F. ADAMS

Vancouver, September 18, 1912.

HIS ROYAL HIGHNESS THE DUKE OF CONNAUGHT, GOVERNOR-GENERAL OF CANADA

BRITISH COLUMBIA MAGAZINE

Vol. VIII OCTOBER, 1912 No. 10

The Duke in British Columbia

SOME MEMORIES OF THE RECENT ROYAL VISIT

"I CAME; I saw; I conquered!" These words, which have come down to us through the ages as the saying of one of the heroes of ancient times, would be a truthful epitome of the recent visit of the Duke of Connaught to British Columbia. But how different a conquest. Not a victory of blood and stern oppression as of old, but an easy ascendancy in the hearts and minds of the men and women of our Western province.

In truth, the people of the West were ready, and even eager, to be conquered in this way. Everywhere the Duke, the Duchess and the Princess Patricia went they received a significant welcome. The large cities, of course, gave the bravest display, but even the smallest towns included in the Governor-General's tour were temporarily transformed by the profusion of arches, banners, flags and bunting with which the inhabitants sought to do honor to the royal guests.

And not only was it the people born under the British flag who hastened to tender the distinguished visitors a loyal welcome. The most significant, and perhaps the most agreeable, feature of the tour was the extent to which foreigners in our midst took part in it. This was especially apparent in Vancouver, where the Germans, the Italians, the Japanese and the Chinese erected arches of their own. These were all, in their way, works of high artistic value, and it is understood that the Duke went out of his way to express admiration of the unique and characteristic Japanese erection. It was indeed touching to watch the residents belonging to the two yellow nations eagerly observing the construction of their respective arches in progress. Their delight as the beautiful work neared its completion seemed to be constantly struggling to find expression. It was as if they were saying: "This is our own. We, the people of another race, who are living in a great city of white men, are honoring one of the great white rulers of the earth in our own way. It is not the white man's way, but it is an expression of the art we know, and we hope it will be acceptable." It was. Many Canadians, Europeans and Americans, as they looked upon these arches, felt more kindly disposed towards the yellow man than they had ever felt before in their lives.

One of the earliest functions discharged by His Royal Highness after entering the province was the dedication, at Kamloops, of the new Royal Inland Hospital, just erected at a cost of $150,000. The city was in gala attire for the occasion, and four special arches had been erected, intense enthusiasm prevailing. The day was followed by two more days' celebration.

H. R. H. THE DUCHESS OF CONNAUGHT, CONSORT OF THE GOVERNOR-GENERAL OF CANADA

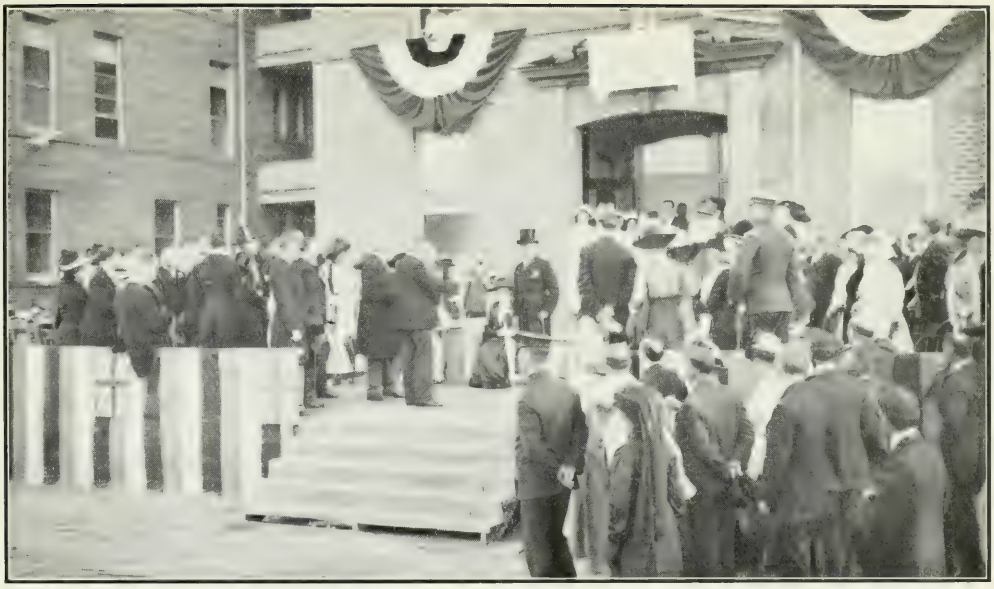
The royal party's three days in Vancouver and adjacent cities were a round of fetes, entertainments, receptions and reviews. The most brilliant weather prevailed throughout the period of their visit, and a view of the scores of thousands of sightseers made one wonder that Vancouver could produce so many people. The crowds were not so demonstrative as one would see on a similar occasion in England. There was less cheering, but even where respect and loyalty were silently shown no one could doubt, from the demeanor of the crowd, that these feelings were sincere. The arches in the main streets, nine in number, were a special feature of the street decorations. They included, in addition to the arches of the four nationalities, those of the city, the Progress Club, the Canadian Northern Railway, the Great Northern Railway, and the lumbermen. The last-named was particularly striking, with its eight massive columns formed of the trunks of giant trees.

"I have come here," said His Royal Highness at Prince Rupert, "to see men and what men are doing." This sentence may serve as the keynote of the Duke's mission. That the royal party were vastly interested in all they saw—the people, the cities and towns, the natural beauty of the country, the institutions, and the signs of progress on every hand—was apparent to everyone. In nearly all his utterances the Duke took occasion to congratulate his hearers on the advance that was being made towards that greater future which we all know is in store for Western Canada.

THE DUKE LEAVING THE LABOR TEMPLE, VANCOUVER

During their stay in Vancouver the Duke and Duchess and Princess Patricia visited North Vancouver, New Westminster, Burnaby and other places, his remarks everywhere being characterized by the greatest felicity. From Vancouver on the Saturday

H. R. H. PRINCESS PATRICIA OF CONNAUGHT, YOUNGER DAUGHTER OF THE DUKE AND DUCHESS OF CONNAUGHT, UPON WHOM CANADIANS HAVE AFFECTIONATELY BESTOWED THE TITLE OF "PRINCESS PAT"



THE DUKE OPENING THE ROYAL INLAND HOSPITAL AT KAMLOOPS

evening, the royal party sailed in the Princess Alice up the coast to Prince Rupert, the most northerly and westerly point in their journey, returning from there to Victoria. Besides going through a pretty extensive formal programme, which was again in the nature of a triumphal progress, the Duke embarked on a day's shooting on Moresby Island, while the Duchess and Princess visited a logging camp.

The return from the Island was made by steamer direct to New Westminster, where the Duke opened the Provincial Exhibition. A very pleasing incident of the visit to the Royal City was the planting by the Duke, the Duchess and the Princess

THE NORTH VANCOUVER FERRY DECORATED FOR THE RECEPTION OF THE ROYAL VISITORS

THE PRINCESS PATRICIA OF CONNAUGHT AT NEW WESTMINSTER. HER ROYAL HIGHNESS' DEMEANOR AND EXPRESSION, AS SHOWN HERE, ARE HIGHLY CHARACTERISTIC OF HER APPEARANCE AS BRITISH COLUMBIANS KNOW HER. WITH THE PRINCESS IN THE CAR IS MISS PELLY, LADY-IN-WAITING TO THE DUCHESS OF CONNAUGHT

Patricia, of three trees in the local park. The trees will be in line with others planted by Lady Stanley, Lady Aberdeen, Lady Minto and Lady Grey, all the wives of former Governors-General of Canada.

As to the effect of the royal visit, it will have shown to our illustrious guests, what they had doubtless often heard before, that in this remote Western land is a people, loyal to their King, loyal to their Empire, and intensely proud of the country which they have made their home. It will have given them something like an adequate idea of the infinite variety of Nature's charm in this country, and of British Columbia's right to stand pre-eminent among regions whose opportunities are great and whose future is well assured. And we in British Columbia, we feel, all of us, a little nearer to our beloved royal family than ever we did before. Our loyalty was never in doubt; but today it is more intelligent, perhaps, than a month ago. We have been grateful for their interest in our doings, and encouraged by the kindly words they have spoken.

The royal visit has been a time of enjoyment, of interest, and of loyal demonstration for the people of British Columbia. We in the far West see less of Royalty than our brothers and sisters in the Old Country, and less of our Governors-General than the people of the east; but we yield to none in our patriotism and our regard for the throne and its representatives. May that feeling be cemented by more such visits as the one which has left so many pleasant impressions behind. Many of the crowded incidents of the tour will be forgotten, but there are a few pictures which are printed indelibly upon our memories. One is that of the courtly, military figure of the Duke, as he went about saying the right word everywhere, and giving to the doers of all good works in the province the proper meed of encouragement. Another is the gracious presence of the Duchess, going bravely through her appointed round in spite of the indifferent state of her health; and yet another picture which remains with us is the sweet, thoughtful face of the Princess Patricia, whose meditations on this historic Western tour will, we hope, be one day given to the world.

THE INDIAN ARCH—NORTH VANCOUVER

Vancouver Arches—How the City Communities Welcomed the Duke

CANADA is famous for its decorative arches. As long ago as 1902, at the Coronation of King Edward, the Dominion arch in London was, in the eyes of many people, the most handsome and interesting of the many picturesque expressions of loyalty which made the streets of the great metropolis a scene of rare beauty. Incidentally, the Canadian arch on that occasion proved a revelation to people from all other parts of the Empire, of the great wealth in the West which was waiting for the bold adventurer to come and claim it.

When the Duke and Duchess of Connaught, with the Princess Patricia, arranged for their recent visit to British Columbia, the idea of having a series of triumphal arches to span the principal streets of Vancouver at once suggested itself to the minds of many citizens. With what beautiful effect that idea was carried out will be within the memory of all who came into the city to bid the royal party welcome. Of course Vancouver was not alone among Western cities in giving this expression to its loyalty. Many other towns had their own arches; but probably the Vancouver series presented greater variety of conception and design. Of their artistic merit it would scarcely be possible to speak too highly. Gay with banners, mottos and graceful drapery in the daytime, and bright with a profusion of colored lights at night, they were at all hours a source of pleasure and delight.

One cannot resist the feeling that it is a pity that these arches should not have a permanent character. For the most part they have been broken up at the time of writing, the only one left standing is the lumbermen's arch in Pender street. It is hoped that this fine arch will be set up in Stanley Park, as a lasting memorial of the visit of the Governor-General. If this course is decided upon, the arch will probably be taken down and towed piece-meal along False Creek and English Bay to the Park, to be re-erected there.

CANADIAN NORTHERN RAILWAY COMPANY'S ARCH—THIS BEAUTIFUL WHITE ARCH WAS ERECTED IN HASTINGS STREET

THE ITALIAN ARCH—THIS GRACEFUL ARCH WAS ERECTED IN HASTINGS STREET BY THE ITALIAN COLONY

THE CHINESE ARCH—A QUAINT-LOOKING STRUCTURE, DECKED OUT WITH CHINESE LANTERNS, WHICH GAVE IT AT NIGHT A VERY PLEASING APPEARANCE. THIS ARCH WAS IN THE HEART OF THE CHINESE QUARTER NEAR THE EAST END OF PENDER STREET

THE LUMBERMEN'S ARCH, VANCOUVER—THE LUMBERMEN OF VANCOUVER WERE SINGULARLY FELICITOUS IN THEIR CHOICE OF A DESIGN FOR THEIR ARCH. EACH OF THE PILLARS SUPPORTING IT IS FORMED OF A SECTION OF THE TRUNK OF A GIANT TREE

THE JAPANESE ARCH, VANCOUVER—THIS BEAUTIFUL ARCH WAS SPECIALLY PRAISED BY THE DUKE OF CONNAUGHT

THE PROGRESS CLUB'S ARCH IN GRANVILLE STREET—A FAC-SIMILE OF THE GATEWAY OF ONE OF THE ANCIENT PALACES IN LONDON

GREAT NORTHERN RAILWAY COMPANY'S ARCH IN HASTINGS STREET—THE FRAMEWORK OF THIS ARCH WAS ALMOST ENTIRELY BURIED IN GREEN FOLIAGE

THE CITY ARCH IN GRANVILLE STREET—THE FIRST ARCH THE ROYAL PARTY PASSED THROUGH ON LEAVING THE STATION

THE GERMAN ARCH—THIS ARCH, ERECTED IN GRANVILLE STREET, CLOSE TO THE VANCOUVER HOTEL, WHERE THE ROYAL VISITORS STAYED, WAS A REPRESENTATION OF A GATEWAY OF A MEDIÆVAL GERMAN TOWN

Among the Big Game

A CHAPTER OF ADVENTURE IN BRITISH COLUMBIA

By Horace Nicholls

THE finest sport that any part of Canada—one might almost have written "any part of the world" —can offer is the hunting of big game in British Columbia. Whether it is pure love of adventure, the quest of health, or the desire to secure some fine trophies of the chase, that impels the sportsman to effort, he will indeed be unfortunate if he goes away unsatisfied. And what a wealth of variety there is in it. The hunter can turn his attention, in one trip, to the grizzly or the black bear, to the timber wolf or the coyote, the cougar and his smaller cat cousins, several kinds of foxes, or any one of dozens of fur-bearing animals. Of the horned tribe there are the moose, the wapiti, the caribou, and several kinds of sheep, deer and goats. The birds of the air are almost a countless number of species. Some of these are themselves notable hunters—one might mention the golden eagle and the big-horned owl; but the sportsman seeking to supply himself with luxuries for the table might, with good luck, enjoy a different tit-bit every day for months, what with the many kinds of ducks, snipe, grouse, pheasants and so on. Of course one need not speak of the myriads of fish to be found in British Columbia's many fine rivers.

"Preserving" the game is an expression open to two meanings. Certain forms of wild life exist in far too great numbers in the province, and these the department seeks to thin out. This is done by paying a bounty for their suppression, and the sum of $29,000 was paid out last year for this purpose alone. The price on the head of a large timber wolf is fifteen dollars, and on that of the smaller prairie wolf, or "coyote," three dollars. A dead cougar—that ferocious animal of the cat tribe—is apprized by the government at fifteen dollars, a golden eagle at three dollars, and a big-horned owl at two dollars. But other denizens of the forest and the mountain are carefully protected, and the fact that the more desirable kinds of "game" are probably today as numerous as ever they were in the province is a tribute to the success of this work.

There is no day in the year when hunting in some form or other cannot be indulged in. The visiting sportsman wishing for information or hints as to the best course to pursue, or one wishing for guidance as to the laws governing hunting in the province, cannot do better than make inquiry of the game warden at the court house, Vancouver. All hunting is under regulations of a department of the government under the direction of the Hon. W. J. Bowser, the Attorney-General, known throughout the province as a hard worker and a thorough man of business, and recognizes the value of the game to the province. Indeed, since he undertook the

FISHING FOR THE BIG STEEL-HEAD TROUT (8 TO 20 LBS.) AT VEDDER CREEK, NEAR CHILLIWACK

THE HON. W. J. BOWSER (IN CENTRE), MR. H. WATSON, M.P.P., AND MR. H. G. PARSONS, ENJOYING CAMP LIFE WHILE ON A SHOOTING TRIP

directions of the department, some three years ago, its work has been pursued with marked success. Mr. Bowser, when he goes a-hunting, can throw off the cares of state as readily as any man. Himself an excellent shot, he is at such times an admirable comrade.

A very good idea of how a "shoot" of the wild birds of British Columbia may be enjoyed is afforded by the accompanying photographic souvenirs of a holiday which the Attorney-General and a party of friends took in East Kootenay, in the Columbia Valley, in the early part of last month. With Mr. Bowser were Mr. H. Watson, M.P.P., of Vancouver, and Mr. H. G. Parsons ex-M.P. for Columbia.

Sending their equipment from Golden by boat, they motored for about sixty miles, and pitched tents on the edge of the river, a place which in days gone by had evidently been the abode of innumerable wapiti, the

A FULL VIEW OF THE ATTORNEY-GENERAL'S CAMP

SMALL BLACK BEAR CLIMBING A TREE. THIS PHOTOGRAPH WAS TAKEN IN THE OKANAGAN COUNTRY

ground here and there being littered with their horns. In the background, to the east, was the home of the famous Kootenay ram, the grizzly bear, and the mule deer. To the west was a heavily-timbered country, where deer are very plentiful, and further back on the hills are caribou and quite a lot of grizzly.

The valley here, between the Rocky Mountains and the Selkirk range, consists of a succession of small lakes and marshes, which are the home of wild fowl of all kinds, geese and ducks. The season was early, and as there were so many leaves on the trees the party contented themselves with shooting, beyond what was required for their own use, a special bag of a dozen grouse which the Attorney-General made for presentation to the Duke of Connaught during His Royal Highness' visit to Vancouver.

There are risks, of course in big game hunting, but probably these are overestimated by most people who have not done much actual shooting.

Many stories have been told of the way the grizzly fights. The plain truth appears to be, however, that, while he would be a terrible enemy to face if he found himself cornered, he would really prefer to shun the combat where human foes are concerned. One gentleman who has shot over a hundred bears averred to the writer that he had never had a direct charge from one. Still, the risk is there, and, needless to say, it gives to bear-hunting a spice of danger. Only last month, in the Kootenay Valley, a man was very savagely mauled by one of these animals. He was out doing some survey work, when a she-bear suddenly appeared on the scene. He fired one shot at her, and then, not liking the position of things, ran to climb a tree. He was too late, however, for before he could get out of reach the bear had torn his legs rather badly.

Another man, who was fishing at Knight's Inlet, was startled by a noise in his rear, and saw a female grizzly coming towards him. Starting to run, he had only gone about fifty yards when he caught his foot on the stump of a tree, and fell. Greatly to his relief, on looking round, he found that the bear, which had two cubs with her, had turned and was making away. Probably in both these instances the bear imagined that she was acting in defence of her cubs.

It is during the hot weather in the month of August that a bear is most inclined to be "nasty." Many of the horned animals also are particularly formidable in the fall. At this period an old bull moose—the quadruped as well as the political variety—is an awkward customer. As for the wapiti, there is a fine specimen kept at Stanley Park, Vancouver, and many people have recently seen evidence of his war-like intentions in his frequent assaults on the railings of his enclosure.

Probably the greatest risks experienced by people hunting in the Rockies are those encountered in the pursuit of the famous brown sheep, owing to the fact that he lives extremely high in the mountains, the

THE "BAG" WHICH LORD AND LADY HINDLIP HELPED TO SECURE LAST YEAR

formation of which is much broken, and frequently necessitates arduous and dangerous climbing. A man hunting in East Kootenay a short time ago with a friend had two exceedingly narrow escapes of his life in endeavoring to get his trophies back to camp. Having had the luck to kill two magnificent rams, he found himself in a very awkward predicament. Night was coming on, the matches were wet, and they were up at a high altitude, amongst bare rocks and ice. To remain where they were was impossible, while to return to camp that night meant climbing a dangerous precipice some three hundred feet in height, and to retrace their footsteps along the way they had come would take some hours.

Having cut the hind-quarter from one of the sheep, they commenced the ascent. For some time the climb, though dangerous, was made without any particular trouble, until a crevice in the rock prevented any further progress being made in that way, and necessitated a short descent. In making this the hind-quarters of the sheep swung round and very nearly pulled the hunter off the bluff altogether; but he recovered his balance, and made a fresh start, going off in another direction. In this way they got up to within about fifty feet of the top, when the other man, who had taken the hind-quarter of the sheep, had a similar experience. About this time they were again brought to a standstill, finding that they could not get any higher, and descent being out of the question. Luckily they discovered a narrow ledge, which, while at first appearing impassable, went away at a sharp angle and widened out. Following its direction, they succeeded at last in reaching the top. They got back to camp two or three hours after dark.

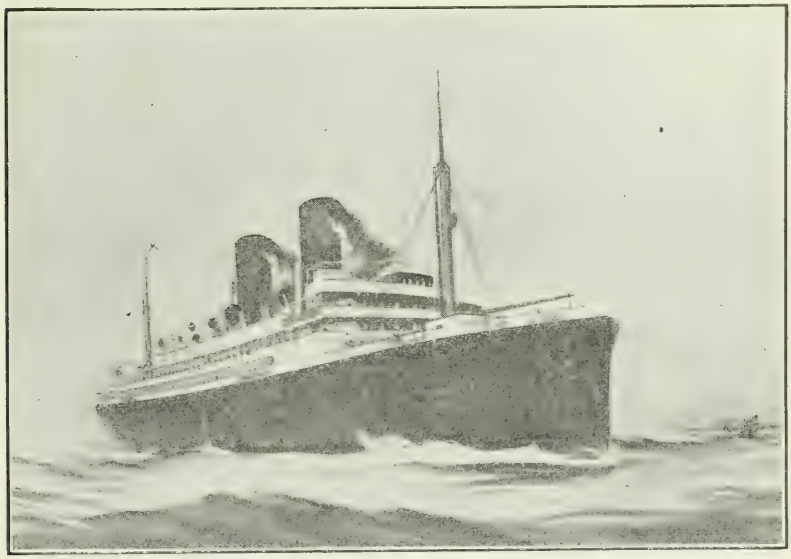
Next day they returned for the heads, and having secured these they were caught in a fog. It was a weird situation: unable to see a yard in front of them, and every minute dislodging big rocks, which they could hear go crashing down hundreds of feet below. To shorten the story, after climbing round the rocks till just before dark, the two hunters unexpectedly found themselves at the head of the mountain and at a place from which they knew a way down. But by that time the tips of their fingers were worn off with clinging to the rocks.

Always popular with the sport-lovers of the province itself, the big game hunting of British Columbia has proved an attrac-

MR. BOWSER AND FRIENDS ON THEIR WAY TO CAMP

tion to visitors from many parts of the world. A list of the English people who have come here in quest of the furred or feathered quarry reads almost like a page from Burke or Debrett. The names include those of Lord and Lady Hindlip, Viscount Lascelles, who had a good time with the sheep, moose, goats and caribou; the Marquis of Linlithgow, on a bear-hunting trip; Lord Chesham, Captain the Hon. Douglas Pennant, Mr. F. C. Selous, bent on adding to his South African experiences a chapter about another big game area; Mr. J. J. Millais (son of Sir John), Lord Beauclere, Lord Vivian, Sir John Rogers, the Earl of Clanwilliam, Lady Gordon Lennox, Col. the Hon. W. Cavendish, Sir A. Armstrong, Lord Desborough, Sir Thomas Lees, Mr. E. de Rothschild and Mr. E. W. de Rothschild, the Hon. J. W. Fitzwilliam, Sir E. Ward, of the war office, London, and Sir R. Musgrave, who landed a big salmon of 72 lbs. from the Campbell River. Some very distinguished visitors from the continent of Europe have also been here. They include Prince Ghiki (Roumania), H. R. H. the Landgrave of Hesse, representatives of the Austrian nobility in Count Felix Hozos, his nephew, Count Franz Hozos, and Count Wilckez; and titled Germans in the persons of Baron von Hagen and Baron von Bergen, both well-known big game hunters, the last-named having killed every variety of game on the continent except the musk ox.

A CANADA AND NEW ZEALAND LINK



THE "Niagara," which is to be added to the fleet of the Union Steamship Company of New Zealand, is being built for the Canadian-Australian service. This service is subsidized by the Canadian and New Zealand governments. The new liner's dimensions will be: Length, 522 ft. 6 in.; width, 66 ft.; beam, 37 ft. 6 in.; tonnage, over 13,000. She is expected to be in commission in seven or eight months, and she will be the largest passenger vessel sailing in Australian waters.

With the Cadets in Australia

By W. E. McTaggart

EDITOR'S NOTE: The writer of the following, Mr. W. E. McTaggart, is with the Vancouver cadets on their present tour in Australia and forwards his impressions of the early part of the journey on the great Island-Continent. As is generally known, the cadets have now visited practically all the principal Australian cities, and have been hospitably received in every quarter—a circumstance which British Columbia accepts as a great compliment and as a sign of the mutual good feeling between the two Dominions that are stretching out the hands of fellowship across the broad Pacific.

The following communication was forwarded from Melbourne on August 23.

AUSTRALIA at first sight appears to be well advanced, but when one looks into things it is the opposite, or nearly so. The cities are large, but the busy, active country town seems to be lacking. The land is sparsely populated, and is mostly held by large ranchers.

The people are hospitable, and when a stranger comes within their gates they cannot do enough for him. They seem to take life easier than the average Canadian does. They have not the push and progressiveness that is so typical of Johnny Canuck.

Their dress is of the English style, but they seem to dress without any pride in their personal appearance; that is, the average man does. The women dress exceptionally well in the evening, and look extremely pretty in their evening garb. Mere man wears his provincial dress suit, and is quite satisfied with himself so long as his wife has on a much prettier frock than the other man's wife.

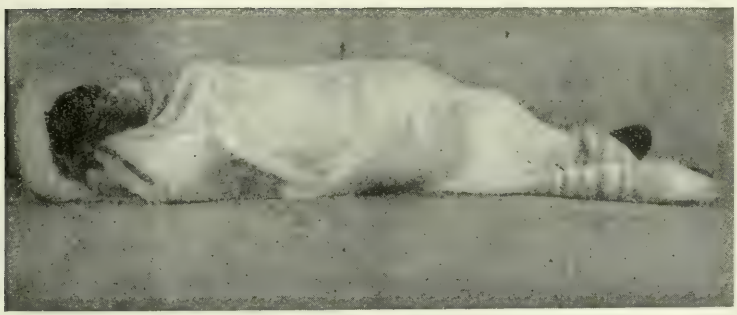
The Australian is not so mannerly as a Canadian in the little things, though on the whole there is very little difference. Street car seats are held by the men, while the dominating suffragette stands. There is universal suffrage throughout the Commonwealth.

The cities of Australia, from what the writer has seen, are much behind the progressive cities of Canada. Traffic is not so well controlled, and the streets are not kept so clean. The pavements are after the same style, but the horses make more noise as they pass to and fro.

The building material in general use is brick, with stone the material for the more substantial and solid structures. The buildings are designed on the European style, and the large blocks fit into their surroundings as a penpoint into the handle. The average house is of the cottage plan, and contains from five to six rooms, with a nice plot of ground surrounding the dwelling.

KEEPING IN CONDITION DURING THE VOYAGE

ON THE VOYAGE OUT



THE SECOND DAY AT SEA

REVEILLE AT SEA

THE CADETS INSPECTED AT VICTORIA BARRACKS, MELBOURNE, BY SENATOR PEARCE, MINISTER OF MILITIA AND DEFENCE

Terraces are to be seen on the many prominent residential streets near the centre of the business districts, and bordering on the scene of the city's activities. The plumbing appliances in the average house are rather antiquated, and gas is used extensively for lighting purposes, electricity being far less extensively employed in this part of the world than in Canada.

Between Sydney and Melbourne is rolling country and sheep are to be seen by the thousands grazing beside the railroad. Three crops a year of vegetables can be grown quite easily on the same land. The land, from what I have seen, is fair, but not of the same fertility as the rich, black prairie loam.

Every state in the Commonwealth has a railway system of a different gauge. When one travels from New South Wales to Victoria, he has to change trains, as the coaches will not fit the two gauges. The cars are of the compartment type, and are much lighter than the Canadian coach that travels from coast to coast. The corridor car in Australia has the passage-way running down one side, and seats arranged after the same style as the stateroom car which is in use on the American continent. When one wants to get something to eat he must wait until the station lunch-counter is reached and there he must gulp down a cup of tea or coffee (to give it its courtesy title) and a ham sandwich, and then run for the moving train.

The Australian is a pleasure-loving individual. At some football matches nearly 30,000 people are in attendance and cup day in Melbourne is the holiday of the year. In all the cities you see theatres at every turn, and the moving pictures have planted a firm foot in the Commonwealth. The continuous picture show is uncommon, but the house that gives one show a night is the most popular.

So far we have been only in Sidney, Melbourne and Newcastle, the latter a mining town like Nanaimo.

Immigration—Its Advantages and Disadvantages

THE first thing a new country clamors for is population. To make the wilderness blossom like the rose people are needed to hew the timber, till the soil, develop the mines, build the railways, open the roads, and in various ways prepare the region for a higher civilization. In the province of British Columbia, still in its newness as regards the adequate development of vast natural wealth, men of brawn are needed for these different phases of the country's progress.

Timber, minerals, fisheries, agriculture and horticulture, the extension of railways and highways, manufactures, shipping, and other avenues of commercial importance in the province, point to great industrial progress in the future. The present generation, eager as always to reap a present benefit, does not, as a rule, inquire too deeply, nor too patriotically, into the quality of immigration. What it wants is *quantity*.

This is a perfectly natural expression, for self-interest is a very powerful motive with the mass. But it is a mistaken course, even from the standpoint of the most selfish self-interest, for, as a matter of fact, economy, safety and true prosperity being considered, what is actually needed is *quality*, and not quantity.

To be entirely candid, what British Columbia needs now, and for always, is an Anglo-Saxon population in overwhelming preponderance, with the admixture of a moderate number of the best individuals of certain other races which can and have and do assimilate with the Anglo-Saxon race. Any other policy is suicidal. Experiments can be made and have been made with the best of intentions, but they have been and will inevitably be failures.

In the first place, no man is rightly a citizen of British Columbia unless he is ready at all times to bear arms against any foe of the British Empire, because the strength of the Empire is the strength of Canada, and the strength of Canada is the strength of each and every province of Canada. You may put this, if you like, on the basis of dollars and cents; that is, on the basis of financial security. Leave out every vestige of pride, patriotism and love of country, reduce the proposition to the least common denominator of selfishness, and you may depend upon it that it pays Canada to be a part of the British Empire. This being undeniable, it follows that every Canadian citizen must be a defender of that Empire. He may not desire war, and may have no thirst in the least for military glory, so-called; but he is not a good citizen if he will not fight when the necessity arises.

So long as human nature remains as it has been since the days of Cain and Abel, there will be jealousies and wars between nations, and in proportion to the strength of a nation in the field and at sea, so will its chances for peace be greater or less. It is idle to talk of world-amity while we know that never a sun has set that did not redden on the weapons of primeval or modern men engaged in warfare.

Hence, however a class of immigrants may be desirable from the view of industry, sobriety, cleanliness, morality, and many other excellent qualities, if they are non-resistants, non-combatants, or shirkers of military or naval service, they are not the material British Columbia can afford to have within her borders as citizens.

This being the case, we do not want the Chinaman. Apart from his immorality, filth, disease-breeding peculiarities, and ingrown prejudices against Caucasianism, he will not fight. At least it is useless to expect him to fight for the British Empire. Therefore, *a bas* the Chinaman.

The Jap will fight, but only for Japan. His fanaticism in that respect is primitive, fierce and effective. He is a dangerous antagonist, but not by any means unbeatable. We do not want him in British Columbia because he is a mere sojourner, a destroyer as to natural resources, an

Ishmaelite in the country, and a hearty despiser of the Anglo-Saxon, as the Anglo-Saxon is of him. A thousand generations would not convert him into a fighting unit for the British Empire. Therefore, *a bas* the Jap.

The Doukhobor has been represented as mild, cleanly, moral, industrious, and capable as a farmer. He may be all that he has been painted. Crime and immorality among them is said to be unknown. Certainly it is never reported. In fact they are believed to have a prejudice against publicity in this respect. One thing is certain—they will not fight. They do not believe in this reprehensible but sometimes necessary, pastime. If British Columbia were invaded by sea or land the Doukhobor would expect the Anglo-Saxon to protect him and his family and property. His peculiar views would not permit him to shoulder a rifle in their defence. Therefore, *a bas* the Doukhobor.

The present generation surely owes something to the coming generations. It is a weak or cowardly father who will not endeavor to clear, to some extent, the pathway of the future for his children. It is either a weak or a cowardly state of public feeling which will not meet squarely the questions on which so much depends for the future of the country.

There is no passionate necessity for getting in the rag-tag and bob-tail, the riff-raff, scum and general refuse of any or all nations into British Columbia just to swell the population. What if the progress does happen to be a trifle slow, if it is *sure*. Build on the rock of Anglo-Saxon immigration, and nothing can retard the glory and the stability of the province. Build on the sands of unlimited and unrestricted immigration, and you have no foundation of national or empirical permanence.

The German, the Scandinavian—Swede, Norwegian and Dane—the Frenchman, the Hollander, the Swiss, all these assimilate quickly and are admirable material for joining in with the Empire and with Canada. The south of Europe people, and the Slavs, are very slow to amalgamate, and, fine and high as many of them are as individuals, the best of them, to a large extent, stay home. Some of them, able and energetic, are additions to any country they enter. Others are not.

When you take into account the overcrowding of Great Britain alone, there is enough of the best to more than densely populate not only the present and some of the future large cities of the province, but largely to settle up the waste places without making perceptible diminution of the masses in the United Kingdom.

When you add to this that very many Canadians in the East and in the Prairire Provinces are coming into British Columbia, you are reckoning on another and a steady source of high-class immigration.

And, thirdly, there is the ever-increasing immigration of Britishers from South Africa and India, attracted by the very fact that British Columbia has the reputation of being British in fact as well as in name.

With these bases of supply, the province, by its present active campaign of publicity, stands in a particularly advantageous position for a campaign of selection as to future citizens. Much has been said of aiding immigrants, of paying their passage over, and preparing homes for them when they arrive. It is a doubtful proposition. A pensionized immigrant is apt to feel that the government always owes him special attention. The province needs young chaps who can and will "rough it." Men in their twenties and thirties who have muscle, courage and patience. And unmarried men at that. And such men should have enough to keep them going for six months after their arrival in the new country.

But the very best class of young married people, with no money, would be helpless, as a rule, in a new land. Exceptions which occasionally arise only serve to prove the rule. We want men with a fair amount of capital, say from four to ten thousand dollars, and experience in mixed farming, poultry-raising, vegetable-growing, dairying and fruit-growing. Such men can do well here if they are experienced and will work.

There are many such in Great Britain and Canada, and numbers of them are finding their way into British Columbia. Here on Vancouver Island the opportunities in these various lines of agriculture and horticulture are excellent for the skilled men who have also a reasonable amount of capital. It is imperative that men with a small amount of capital should realize the fact that *all* pursuits require study and experience to bring success, and that farming, in all its branches, *is a science* and not

a recreation. The successful fruit-grower, poultry-raiser and berry-grower, the dairyman and mixed farmer, must study for results as hard as a professional man. It is therefore axiomatical that men of experience, as well as some money, are needed when the watch-word of "back to the land" is sounded. To bring in immigrants who have no experience and some money, or those who have had some experience and no money, is equally fatal.

Anglo-Saxons, with the German, Scandinavian, Holland Dutchman, Frenchman, Swiss—these are the elements which will make the ideal combination for both peace and war. Other races will come in to a limited extent, doubtless, but the encouragement should be held out particularly to these races. All talk about insularity, prejudice, narrowness, etc., should make no difference in the relentless moulding of the province's population to this end, and this end alone.

British Columbia, with Vancouver Island as the westmost barrier, is Canada's long dock on the Pacific. If war comes, the Island will be the first objective point of attack. What we want is a population that can be depended on to fight, and that can be drilled to efficiency in the art of fighting —men who can shoot and march and man a warship and handle heavy guns in the fortifications. If any other of the provinces are desirous of encouraging non-combatants to settle in their territory, that is their concern. This province must of necessity meet its own problems. Those problems concern the welfare of the whole of the Dominion, and of the British Empire.

In the matter of immigration, we want no "melting-pot" witch's cauldron of unmixable humanity; but we want the Englishman, the Scotchman, the Irishman, the Cornishman, the Welshman, the Island British, the British from South Africa, India, Australia and all British settlements or colonies; the Canadian from every nook and cranny of the Dominion, and the German, Scandinavian, Dutchman, Frenchman and Swiss. Also we want those Americans of British stock who will fight for their adopted country and bring their children up in that faith.

And the sooner we publish this broadcast to the world the quicker we will have a concrete and simple system of approved citizenship.

We neither want weaklings nor ne'er-do-wells, whatever their nationality. If we get a man, we want him to measure up to the best traditions of his race. Men of the right stamp can in time help on with the population. After all, mere "busy-ness" is not always progress. An anthill, however thronging, only contains ants. The lion had only one cub, but that one was a lion.

Ernest McGaffey

The "Canadian National"

A CHAT WITH ITS VICE-PRESIDENT, MR. T. H. INGRAM

MR. THOMAS HOWARD INGRAM, the vice-president and secretary-treasurer of Canadian National Investors, Limited, is one of the men who are doing much to make British Columbia and its claims a familiar topic with home investors. Himself an Englishman, Mr. Ingram has played many parts since he first came into the Great West some twenty-two years ago. He was then in his eighteenth year, and he owes a debt of gratitude to Canada and its open-air existence for having rescued him from an early grave.

Mr. Ingram has more than a nodding acquaintance with the Atlantic brine, having made frequent journeyings between his native country and the land of his adoption. Business with him necessitates an occasional trip to the Old Country, and it is on a tour of this kind that he now has his temporary quarters at the office of the "Coloniser," 16 Eldon street, London, E. C. Doubtless he is there engaged in looking after the interests of Canadian National Investors just as sedulously as if he were spending his days at the office of the company, 310 Hastings street west, Vancouver. It was only a few days before he left for the east that a representative of the *British Columbia Magazine* had a talk with Mr. Ingram about his business record, both before and since he came to Canada.

Born at Stamford, Lincolnshire, England, in 1871, Mr. Ingram, whose father was in the British civil service, went to London at an early age. There he studied at South Kensington for civil engineering until, when seventeen years old, he had a severe attack of inflamation of the brain. His doctor insisted upon a complete change to outdoor life, and so, in 1888, he came out to Ontario.

Physically a mere skeleton, Thomas Howard Ingram, at the age of seventeen years and eight months, weighed exactly 87 pounds; but with this frail corporal habitation went the grit and determination necessary to win success in his new life. On his arrival in Canada he first went "bush-whacking" some miles out of Listowel, and worked for two summers on the farms, spending his winters at Stratford, Ontario. In 1890 he went back to England, and the Canadian life in the meantime had agreed with him so well that he now weighed 120 lbs. and looked the picture of perfect health.

"Hello! Ingram," said the old family doctor on seeing him. "Why, you ought to have been in your grave long ago."

And so probably he would have been had he not taken what was, perhaps, the only course that could have saved his life. For when he tried to resume his studies he very quickly had another breakdown. Again the finger of Fate pointed West, and realizing the possibilities of the dairying industry in Canada, young Ingram went to Tunks & Tisdall's Holland Park Dairy, London, and studied butter making and, what was then quite a new industry, cream separating.

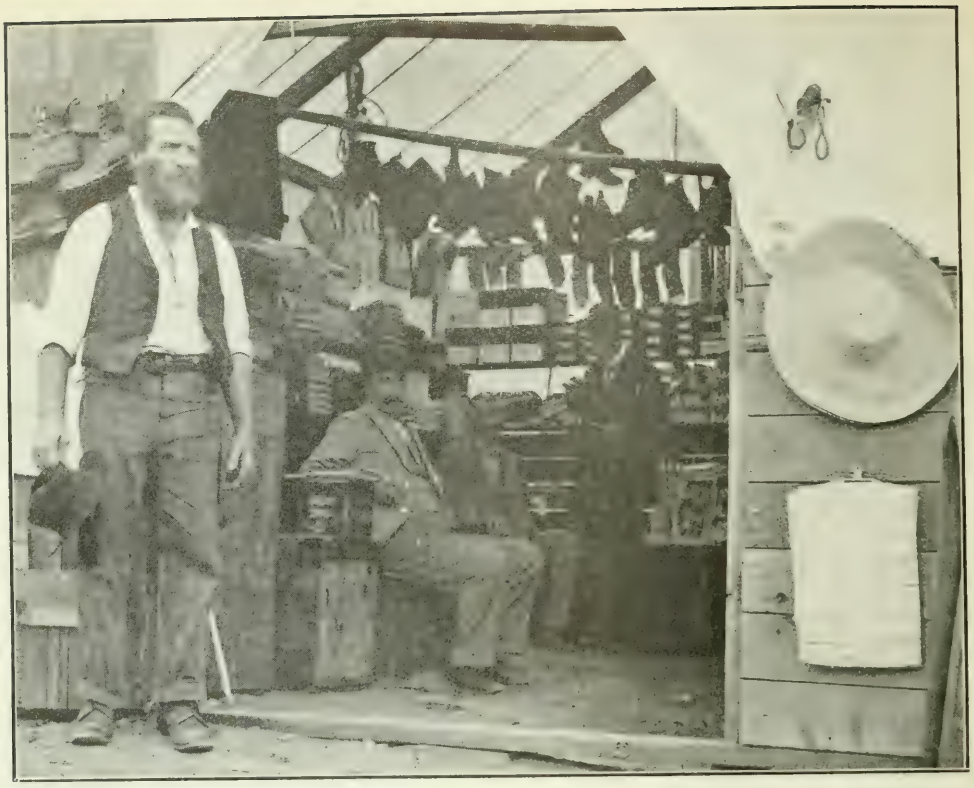
When ready to come out again, Mr. Ingram, in 1892, made direct for Calgary, and, after a few weeks, went up to Edmonton and lectured to farmers' associations on butter-making and the opportunities for the starting of creameries. He himself caused to be built and equipped three of the first creameries to be erected in Alberta. This chapter represents about three years of his life at that period. Then, with an Englishman's way of turning his hands to anything, Mr. Ingram went cow-punching for a time on two or three of the large cattle ranches south of Calgary, and also drove the government mail from DeWinton station to Sheep Creek. In the fall of '96 he became interested in the breeding of Berkshire pigs and started a hog ranch, on land which was then worth about $25 an acre, but which is now one of the best residential districts of Calgary. A few months afterwards, however, a misfortune,

MR. THOS. H. INGRAM, SECRETARY-TREASURER, CANADIAN NATIONAL INVESTORS, LIMITED

such as was by no means the uncommon lot of Western pioneers, befell him. He was "burnt out"—lost his buildings and nearly all his stock. This event gave a new turn to his energies, and he entered the services of a big firm, the Calgary Milling Co., in whose interest he had to travel between Calgary, Alberta, and Victoria, B. C.

In this way Mr. Ingram saw a great deal of the early development of British Columbia. The mining towns of Sandon, Rossland, Kaslo, Nelson and other places were at that time in full swing, and Vancouver was just beginning to feel its feet. Leaving the milling company, Mr. Ingram commenced a flour and feed (i.e., corn-merchant's) business of his own, but the times were against a big development in this direction, and eventually he sold out. The big mining slump of ten years ago came—the district was stagnant; mines were closed; and, together with many others, Mr. Ingram was for the time being grounded. He arrived in New Westminster in August, 1903, with ten dollars in his pocket, and went to work in a lumber yard for fifty dollars a month.

This was a set-back, but experience has given Mr. Ingram at least one firm article of faith—that in this country any man, no matter what happens to him, should take the first chance that comes; for no man is



ONE OF THE OLDEST PROSPECTORS IN THE KOOTENAY MINERAL BELT. THE STORE WHICH IS HERE SHOWN CONSISTED OF A CANVAS TENT WITH BOARDS ROUND THE SIDE. PHOTO TAKEN BY MR. INGRAM ABOUT FIFTEEN YEARS AGO

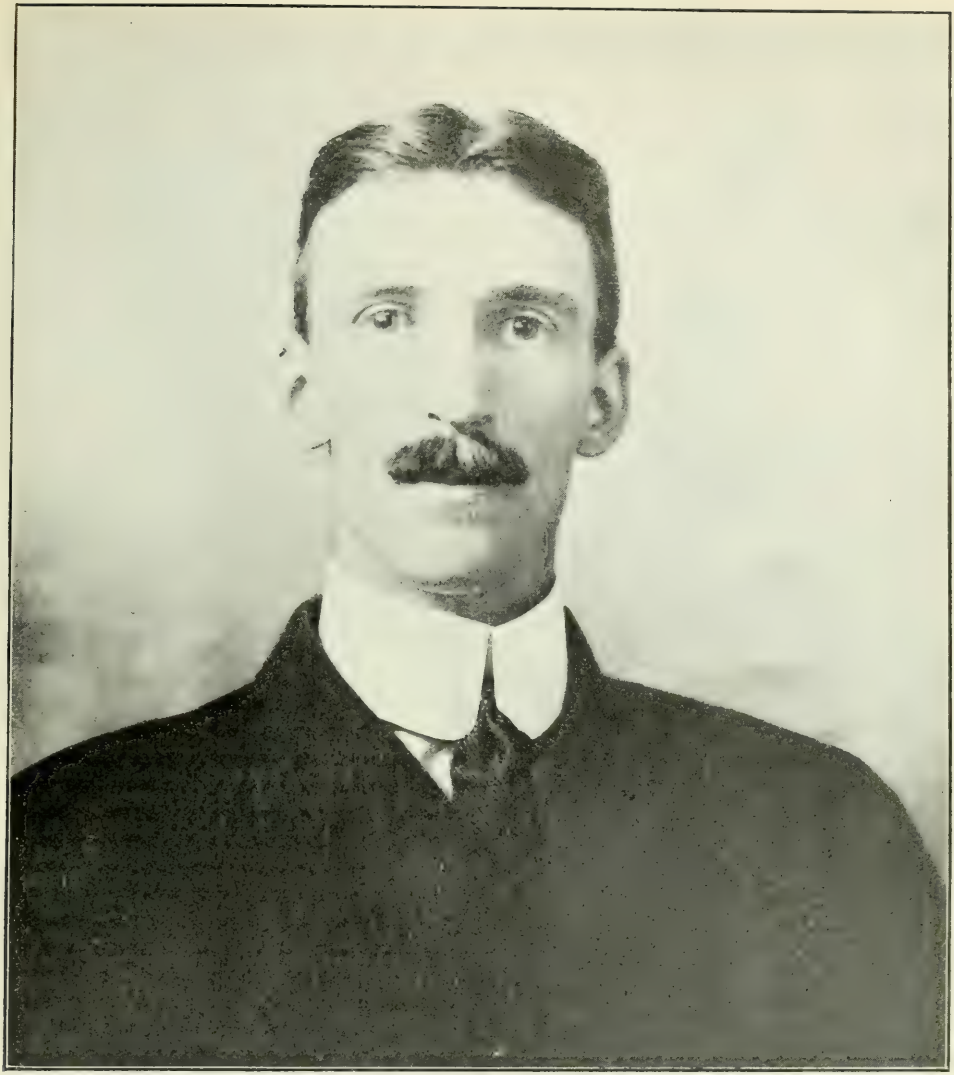
demeaned by honest work, whatever it may be. From New Westminster Mr. Ingram came to Vancouver, in the employ, as accountant, of Messrs. F. J. Schofield & Co. He remained with them until 1909, also doing accounting work for several joint stock companies in Vancouver.

At that time, about the beginning of 1910, Vancouver was growing at a very rapid rate, and a large number of offices were being opened for the purpose of handling real estate. Mr. Ingram came to the conclusion that it was possible to start such a business on just as conservative lines as a commercial concern. He got a charter under the Trust Companies Act, in January, 1910, and went to England, where he floated some of the stock, returning to Vancouver in June of that year. On his return, he was approached by Messrs. Foster and Fisher, real estate dealers, with a view to taking over their business under his charter. They proceeded to do this, and started their business under its present management in July, 1910, its name at that time being the Vancouver-Westminster Investment Company, Limited. However, as business grew, it became evident that this name was too local, and it was changed to Canadian National Investors, Limited.

At the start the business was quite a small one, the first balance-sheet showing the entire assets to be $56,000. On January 31, 1911, the assets were $86,000, and on the corresponding date this year they amounted to nearly $132,000, with $183,000 worth of property under administration, making the total assets over $315,000.

"There has been no watered stock of any kind," declared Mr. Ingram. "Every share that has been sold, either to a director or anyone else, has been paid for at the full par value of $100 per share, and the stock is today selling at $110."

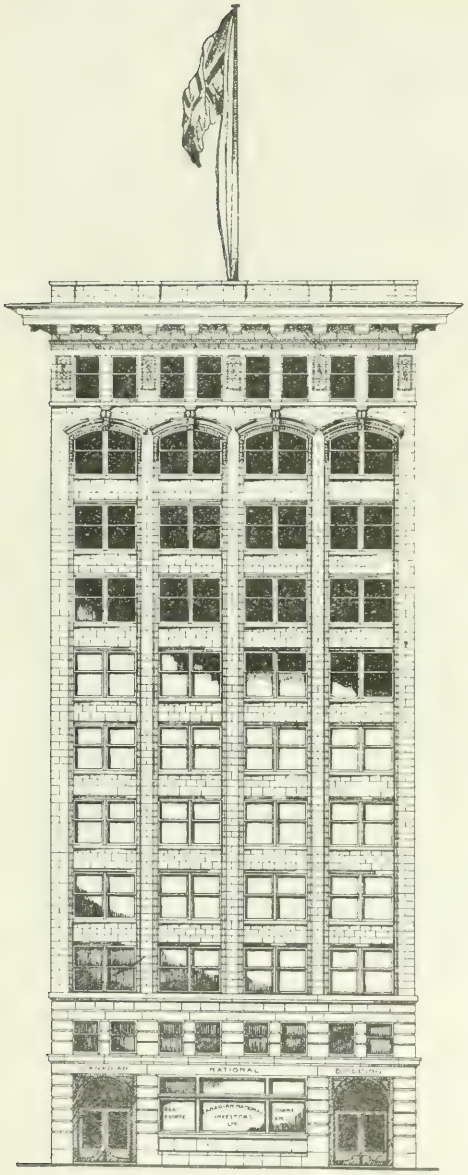
Illustrating the success the company has met with, Mr. Ingram said the profits for the year ended January 31, 1911, were $10,901, or 23 per cent. on the paid-up capital of the company. For the following



MR. A. P. FISHER, PRESIDENT AND MANAGING DIRECTOR, CANADIAN NATIONAL INVESTORS, LIMITED

year they were nearly double, $21,044, or equal to 43 per cent. of the paid-up capital. The cash receipts increased in 1911 over those of the previous year by about 325 per cent.; the property sales were 100 per cent. greater, and the number of clients the firm had on their books on January 31 this year was 690 per cent. more than in July, 1910, and 250 per cent. more than the previous January.

It will be agreed that the motto of "Safety, then Profit," which the firm has adopted, is a very good one for a real estate company to live up to. People accustomed to the three and four per cents. to be obtained from European investments may well have wondered if such profits as those of the Canadian National Investors can be obtained without risky speculation. For the explanation, however, one has got to look at the enormous increase in the population of Vancouver in the last few years, which has caused an almost phenomenal rise in real estate values. These conditions have obtained all through the West. For example, Mr. Ingram points to the fact that when he was in Edmonton in its early days he was offered a double-corner on Jasper Avenue, across from where the Imperial Bank stands at the present time, for $30 per foot front. The value of the same land is now in the



THE NEW CANADIAN NATIONAL BUILDING, PROPOSED TO BE ERECTED ON HASTINGS ST., VANCOUVER

neighborhood of $4,000 per foot front. Another offer which he declined in 1893 was that of 160 acres at $10 an acre—land that is now part of the city of Edmonton, and out of which lots that will go seven to the acre are being sold at $1,000 to $1,500 each. He has seen the same thing happen in Calgary and Vancouver.

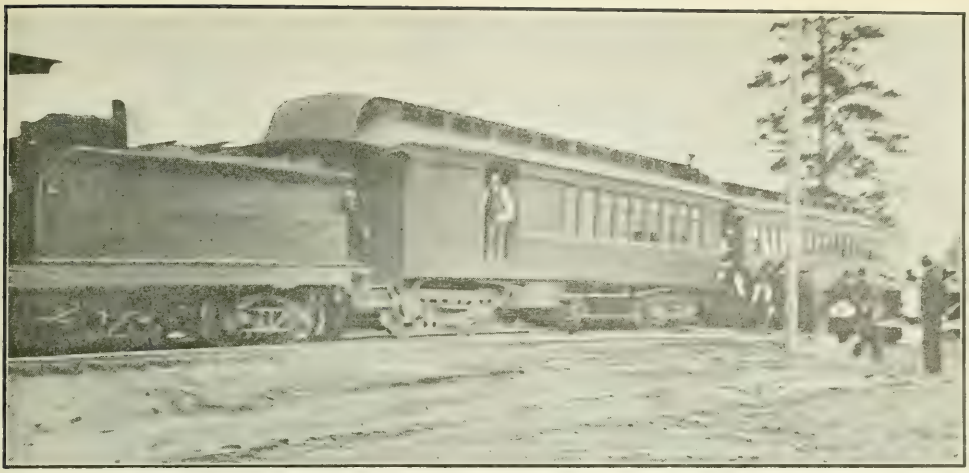
"But," went on Mr. Ingram, "to come nearer, take my own experience when I came to Vancouver, I had no confidence in this real estate business. I thought it was just fictitious value, and believed that it could not go on; yet I have seen Vancouver grow in population from 67,000 to 150,000. It was not until September, 1907, that I ever made a real estate investment. I then secured two lots for $1,000, in the suburb district of Kerrisdale. I paid $200 cash, six months later another $200, and in another year a further $200. One month after the third payment I sold the land for $2,400, thus receiving a profit of $1,400.

"Taking my profits for those lots, I bought three lots near there for $2,100, and paid $600 cash; six months afterwards another $500, and one month after that I sold for $3,200. I also purchased a double-corner for $1,400, and two years afterwards this was sold for $2,750.

"This will simply illustrate what has been and can be done, even today, by buying judiciously in a district that is growing."

The concern in which Mr. Ingram takes such a prominent part has various departments. In the first place, Canadian National Investors purchase property which they hold themselves for future advance in prices. Then they purchase land with the object of at once erecting houses for sale, thus securing the double profit on both land and building. Canadian National Investors conduct their own Building Department, with practical management, as a branch of their business. Then they have a Mortgage Department for the loaning of money on first mortgages, and for the purchase of agreements of sale. This term is not very well understood by newcomers to Canada. It is practically a combination of bull-broking and mortgage transactions, and is usually very profitable to the lender. It is intended, in the near future, to organize the building department on a separate footing, as it is becoming too large an undertaking to handle within the scope of the present business.

The shareholder in Canadian National Investors, Limited, has never failed so far to receive his three per cent. dividend every quarter; and, in addition, a three per cent. cash bonus was paid at the end of last year, making a total distribution during the year of 15 per cent. Besides this, the balance of $24,000 was carried forward—a hand-



THE FIRST TRAIN TO ENTER GRAND FORKS, B. C., FROM NELSON, IN 1899

some reserve fund for a concern with a paid-up capital of $54,000. The aim of the management is to build up the reserve fund until it is equal to the paid-up capital, the reserve being invested in safe mortgages and other secure investments.

If any proof were lacking of the confidence which the heads of Canadian National Investors feel as to the future of the concern, it would be afforded by the fact that they have arranged for the erection of a large and handsome new building in Hastings street, Vancouver's busiest thoroughfare. The new Canadian National Building, the plans for which have been prepared by Messrs. Thornton & Jones, will be eleven storeys high, with a frontage of fifty feet. Its approximate cost, including the site, will be half a million dollars.

A word should be said here about Mr. Arthur P. Fisher, Mr. Ingram's colleague, the president and managing director of Canadian National Investors. Mr. Fisher has seen something of the early springs of British Columbia's property, for six years ago he was in Fort George, at which time he could have bought the whole of the site of that city for two and one-half dollars an acre—a site which today would be worth, at a rough guess, from twenty to thirty million dollars. Mr. Fisher today regards Fort George as a great city in its infancy. An expert in land values, his association with Mr. Ingram has had happy results for Canadian National Investors, Limited.

A Song of Alaska

When evening's love-lit purple clings to mountain and to sea,
Look into that tender glowing for a shadow form of me.

While the winds of radiant morning hold you in their thrall,
Far from out the vastness will you hear my spirit call.

As the gale howls down the ice-fields while the waters groan in pain,
Out of the thick and the blackness shall come that call again.

In that land whose mountains are nameless, whose rivers run God knows where,
You shall breathe of me, feel of me, know me forever, for I left my soul up there.

—Marie Skinner Hickcox

Free Trade With Great Britain

By "Justus"

EDITOR'S NOTE.—Free Trade with the Mother Country has often been vaguely spoken of as a desirable step for Canada to take. Generally, however, even those who have favored such a departure have regarded it as one which would entail a serious sacrifice of Canada's own interests. The writer of the following article develops the contention that such a policy would not only not involve a sacrifice to Canadian trade, but that it would bring very important commercial and other advantages for the Dominion in its train. In the course of his argument, it will be noticed, the writer makes several new points in favor of the policy he advocates, and the article on that account calls for the attention of all who are interested in the trade of Canada.

THE necessity for a revision, in one way or another, of our fiscal system, has been present to the minds of Canadian public men of both parties for some time past. With the great expansion of agriculture and industry that has been going on throughout the Dominion in recent years, new questions relating to our Tariff Policy have come to the front, and old questions are beginning to be seen in a new light. Scarcely a day passes without the problem being publicly discussed, in one form or another: How, in our relation towards external trade, shall we best promote the interests of Canada, on lines tending towards her real prosperity and strength? As usual at such a period, each political party in the Dominion has its own nostrum. But, in the opinion of the writer, the true answer to the question just propounded is not to be found in Imperial Preference as generally understood; neither is it the scheme so strongly agitated last year, of Reciprocity with the United States. A policy that would be more fruitful of good for Canada than either of these is that of absolute, unrestricted Free Trade with Great Britain.

Let it be at once understood that this policy is here put forward, and probably can best be advanced or defended, as a business proposition pure and simple. There are, without doubt, potent reasons of a sentimental character why Canada should abolish her Protective tariffs against imports from Great Britain. In the first place, the ardent Imperialist in Canada will consider this a desirable step, as calculated greatly to strengthen the bond between our Dominion and the Motherland. On the top of this, there is the old and very human argument that "one good turn deserves another"; that, as Britain has not, for over sixty years, exacted a single cent of Protective payment on Canadian products entering her markets (unless we ought so to describe the shilling-a-quarter duty on wheat in 1902-3) we should, even at this late hour, return the compliment by taking our Protective duties off British goods. To many Canadians these reasons will make a strong appeal. But it would be a mistake to assume that the case for Free Trade between Canada and Great Britain really rests upon an appeal of this kind. Indeed, it may easily be imagined that an appeal on these lines would do more harm than good to the cause which it ostensibly supported, by tending to obscure the strictly material benefits which the business interests of Canada would derive from the change indicated.

First among these benefits may be put that of a lowering of the cost of living; and anyone having a knowledge of the conditions of life in our Canadian cities recognizes how urgently this is needed. Wages are admittedly high, compared with what obtains in most other countries; the chief factor in bringing about this state of things being that Canada is a new country, containing, probably, a larger amount of natural wealth per head of the population than any other country on the face of the globe. But the amount of the wage in Canada is to some extent illusory, especially to a newcomer from a country where goods

are sold at their natural price. The value of a wage is determined, not so much by its denomination in dollars, as by the quantity of useful goods which it will purchase; and many of the commodities which a working man, and especially a working man with a home and a family, is always finding it necessary to buy, are made artificially dear by our system of high Protection. Free Trade with England would establish the English price, or something near it, for a large number of these articles, particularly articles of wearing apparel and articles for use in the home; and, as the English price for many of these things is considerably lower than the present Canadian price, the cost of living would thus be reduced. In other words, the standard of living would be improved, and the improvement would be greatest in those cases where a large family has to be maintained out of the earnings of a single bread-winner. Let this fact sink well into the minds of those reformers who are today calling for a more healthy family life in Canada.

A serious circumstance is that, although Protection is supposed to be for the benefit of trade, the large majority of those who are promoting the trade of Canada derive no advantage whatever from the Protection levied against English goods. England is not an exporter of grain or fruit or lumber; therefore the producers of these commodities in Canada, who form the backbone of industry in this land, have no Protection to assist them, so far as trade with England is concerned. All the same, they are penalized by the higher prices of things which they buy, and which England is in a position to send to us, but which she cannot send to us at her own low prices owing to the tariffs set up by our government against her. Under this arrangement the farmer and the other classes mentioned simply "Pay, pay, pay," the higher prices without getting any tariff benefit for themselves. Free Trade with England would go a long way towards removing the complaint which our farmers have been insistently making, that our present system tends to produce, at their expense, artificially-inflated profits for the Canadian manufacturer.

It may be answered that this system ought to be maintained, because it enables the Canadian manufacturer to pay his workpeople higher wages than he otherwise would. Leaving for the moment the question whether that is so or not, let us see what the argument implies. Every day our political rulers are asking for more people to go on the land, or to develop in some way the vast natural resources which Canada possesses. For these purposes there is admittedly a scarcity of labor, and the progress of Canada is retarded in consequence. What happens? The city manufacturer, requiring labor for his factory or workshop, is a competitor against the land for such workers as are available. In these circumstances, the laborer, of course, should be allowed to choose for himself the occupation he prefers, and the laws of the country should hold the balance even as between the two interests. Here, however, Protection steps in, and its reasoning is somewhat in this wise: "The land offers a rich reward to the laborer—a better reward than the manufacturer could offer him if he had to compete in the market on level terms with his English rival. Therefore the manufacturer must be aided by a tariff to enable him to tempt the worker away from the land and into the factory. This tariff will produce higher prices for the manufactured goods, and these prices must be paid by those who, in spite of inducements to the contrary, have insisted on going upon the land and developing the country." That is the process that is at work in Canada today—a pernicious process, for which Free Trade with England would be a wholesome corrective. The finished goods of the manufacturer are virtually, in many cases, the raw material for the trade of the agriculturist and the miner, and the more heavily these goods are taxed the greater is the handicap on those industries.

It must not be supposed, however, that all the manufacturing trades carried on in Canada could be transferred to Great Britain, even if anyone wanted to bring about such a result. Most of the manufacturing now done in Western Canada, at least, is of a kind that must inevitably be done by the man on the spot—work that is more or less of an emergency character. Manufacturers engaged in work of this sort cannot possibly be injured by outside competition—certainly not by competitors in a country several thousands of miles away. All the same, Free Trade with

England would undoubtedly bring us more manufactured goods from that country. These goods would be absorbed, in part, by the additional demand stimulated by greater cheapness, and by the fact that an improved standard of living among the poorer working people in Canada would produce a more ready sale for certain articles. To some extent, also, it must be admitted, this importation might tend, though perhaps as a purely temporary matter, to check the growth of certain manufacturing interests in Eastern Canada, interests which have latterly shown a disposition to organize themselves after the manner of the big trusts in the United States. But the greatest displacement that would be witnessed would be in the ground which would be gained by the British manufacturer in Canada, at the expense of the United States manufacturer.

Canada need have no regrets on this score. Last year she sold $151,853,413 worth, or nearly one-half of her total exports, to the United Kingdom, while she bought from that country $116,907,022 worth, or about one-fifth of her total imports. Compare these figures with the following, also for the last fiscal year:

Canadian exports to U. S. A. $120,534,634
Canadian imports from U. S. A. 356,354,478

When we are buyers, we buy from Great Britain one-fifth of what we want; whereas, when we go into the market as sellers, Great Britain is, in the words of Sir Richard McBride, "our best customer," taking one-half of what we have to sell. Perhaps there is something in the contention that British manufacturers have not studied Canadian requirements as they ought—and it has been good to see a change latterly in this respect—but the fact remains that, in spite of our preference, we took $22,367,039 in customs duties on the $116,907,022 worth of British goods sent to us last year, or about 19 per cent., while on $356,354,478 imports from the United States we only exacted $49,177,584, or less than 14 per cent. Looking at the reverse side of the picture, it would appear that the reason why we do such a large export trade with Great Britain is that her markets are entirely open to us, while the Protective system of the United States is an ingenious device which keeps out as much Canadian produce as possible.

The figures given above may be supplemented by the statement made by Mr. Borden in one of the Reciprocity debates in the House of Commons last year, to the effect that, "in the past six years Great Britain had bought $300,000,000 worth more from Canada than we had bought from her, and Canada had purchased over $500,000,000 worth more from the United States than it had sold to that country." It would do Canada no harm to make these two accounts more even, especially as England is a large buyer, and potentially a larger buyer than at present, of the goods which Canada has to sell, whereas the United States grows more than enough for herself of these products, and competes against Canada for the business which both countries are seeking in the British market. Canada today is in a position to increase her importation of British goods, which she would pay for with Canadian wheat and other products, instead of importing American goods, which she now purchases without a corresponding trade return.

We are all expecting a big increase in our oversea trade, especially our oversea trade with Europe, within the next few years, and our Western ports—Vancouver, Victoria, New Westminster, Prince Rupert and others—are wisely making great preparations to meet the expected demands of a big shipping industry. No doubt a large number of ships will come, and no doubt a great proportion of them will be from Great Britain, since that country owns nearly as many vessels as all the other nations of the world put together. And everybody on the coast can tell you what these ships are coming for. They are coming here, it is said, to take away our exports of grain, fruit, canned goods, lumber, minerals, pulp, paper, and other commodities, of which our Western provinces can produce an almost unlimited quantity. But nobody ever explains what these ships are going to bring us. The Protectionist ideal is, of course, that these ships—those from England at least—should come here empty and go away full; since, while we are anxious to send our products all over the world, we do not want to import anything that is manufactured. Such goods, the Protectionist points out, ought always to be made in our own Dominion, and, if

possible, in our own particular town or city, thus "keeping the money in the country." Like other ideals, however, this one does not seem to be easily attainable. If the ships are to be condemned to come here empty, there is at least a danger that some of them may not come at all; while those which do come will certainly charge a higher freight for making the double journey with a single cargo, once more penalizing the Canadian exporter. Abolish the tariff barrier now set up against English goods, however, and a complete commercial circuit is established. The ship comes here with a cargo of English manufactures, such as our consumers want. These are unloaded and stored by merchants at our ports, which, if they rise to their opportunities, will ere long become the headquarters of a vast distributing trade. Our ports also become the channel through which an enormously increased export trade is done with the outer world, and the handling of both imports and exports becomes in time, as mighty an industry in Vancouver and her sister cities as it is with Liverpool or Bristol today. But such a mighty industry cannot be built up on exports alone, and it is a false ideal which represents this as the goal of our commercial policy.

Incidentally, the fact of our becoming greater exporters of food-stuffs would, by building up this trade on a much larger scale, make for higher efficiency in matters relating to our own food supply. It is hardly to the credit of our leading cities, for example, that the milk and other perishable goods sold there for popular consumption should be so often under suspicion. Better organization here is wanted, and could best be promoted by the stimulus of an increased demand. This process would ensure a continuous supply, in our coast cities, of home-grown farm produce, which is at present imported from over the border, and those cities would then have, as they ought to have, the best food in the world, grown in Western Canada on some of the best land in the world, and by the world's best workers.

The possibility of building up a big distributing trade has been mentioned; and this is, indeed, from the business point of view, the most attractive of the advantages of Free Trade with England. For there is no reason whatever why such trade should be confined to our own Dominion. Under such a system we should have, in the principal cities of Canada, large wholesale houses, carrying heavy stocks of British-made goods, in great variety, and in quality equal to anything of their kind that can be bought anywhere in the world. Coming here without tariff obstacles, they would be saleable to the retailer at bedrock prices; for England's Free Trade organization gives her and her customers the advantage of cheap production. Certainly these goods would be cheaper in Canada than the corresponding goods would be in the United States, whether of American or British origin. A highly interesting question is: How much cheaper? If the difference in price were greater than the amount of the United States' Protective duty—as probably it would be in many cases, since already England does a fairly large export trade in manufactured articles with the States—then it would pay the American trader to come over and buy these goods at Canadian wholesale houses, and it would pay Canadian houses to send their travellers into the States to sell them. In the matter of cheapness of many commodities which the United States is using in great quantities, Montreal and Halifax would have the advantage over New York and Boston; Toronto would have the advantage over Chicago; Winnipeg over St. Paul, and Vancouver and Victoria over Seattle and Spokane. It is only reasonable to suppose that trade would flow to the locality of low prices, thus setting up a current of exchange which would carry over the United States border from Canada, not only English goods, but Canadian goods also, in increasing quantities. The agency and intermediate profits from this trade would be reaped by Canada, and the Canadian banks would form its financial basis. No doubt the Protectionist interests of the United States would do their utmost to manipulate their own tariffs so as to check this trade, but signs are not wanting that the American people are less in love with high Protection than they were formerly, and the anti-Trust feeling would have to be reckoned with in any attempt of this kind.

The question may be asked, even by some who agree with the policy of making our Tariff system more favorable to the Mother Country, whether it would not be wise to

put off doing so until we see if England herself will adopt a system of Imperial Preference. It would not. England has her traditional policy of Free Trade, with its open market for Canadian produce, and the working of that policy has been highly advantageous to Canada. It must be remembered, moreover, that England, at three successive general elections, has turned down the apostles of the New Protection; and, in a world of political vicissitudes, few things are more certain than that, if the next election in Great Britain be fought upon definite proposals of Tariff Reform, they will be turned down again. Nor is Tariff Reform in Great Britain desirable from Canada's point of view. If the Protectionists win in Great Britain, they will be like the Protectionists everywhere else—every man for himself; and, with the agricultural interests powerful in the British Conservative party, the free importation of colonial wheat will be on a very insecure tenure. The best way to get more Canadian wheat into England is for us to accept, without tariffs, the goods which England is prepared to send us in exchange for it.

As for Reciprocity with the United States, those who are looking to such a measure as a way out of their troubles are probably, in any event, doomed to disappointment. The thing itself is unpopular in Canada, and, in some undefined way, it goes against the feeling for Imperial unity which all good Canadians wish to promote. It would require a treaty, and recent events will have made Canadians—and, for the matter of that, people of every other nation—chary of going into treaties with the United States. The superior advantage of Free Trade with England lies in the fact that her trade is very largely complementary to that of Canada, while America's is almost wholly of a competitive character.

To sum up, the principal material advantages to be derived from Free Trade with England are:

1. That it would lower the cost of living.
2. It would tend to remove the grievance of the Canadian farmer, miner, and fruit-grower, that they are now made to pay inflated prices for many articles which they wish to buy.
3. It would encourage our people to go into those industries most likely to develop the country.
4. It would increase the export of Canada's natural products.
5. It would help to save Canada from exploitation by the Trusts.
6. It would greatly develop our shipping trade.
7. It would build up a big distributing trade in Canada.
8. It would increase our exports to the United States, and would help us to do business with that country on terms more advantageous to ourselves than at present.

It has already been remarked that the policy here outlined is not that of either political party in Canada. There is no reason why it should be made a party question in this country. But neither is it antagonistic, in principle, to the policy of either party. At the last election in Canada the great anxiety on one side was that commodities should be cheapened and our exports increased; on the other side, the aim was to improve our trade with England and strengthen the Imperial tie. Free Trade with England will do all these things, and the two political parties in Canada would do well to unite in bringing it to pass.

Editorial Comment

THE CANADIAN NAVY

THE subject of a Pacific Navy (which a Canadian Navy should be) may be approached by a British Columbian with pardonable unction. But why should it not interest also at least every Briton who is able to comprehend that an adequate Pacific Navy is a *sine qua non* of Empire? There is more in this question than the humiliation we feel that we live on the Pacific Ocean with our interests "defended" by our keenest economic rival, whose coolie classes we must and shall exclude from our shores, even though they happen to be allies imposed upon us without our consent. The significance of the British Pacific problem today is not that the policy in which we have had no voice accomplishes our humiliation, but that it is one of Imperial suicide. I am quite sure that the present government mean well by our province, which, by the way, is Canada on the Pacific Ocean, but it has been a long time since I have seen any of them in Vancouver, and doubtless it will be longer before they understand the ominous portents following the forsaking of the Pacific Ocean by the British fleet.

The conviction is growing far too rapidly in Europe and America, and especially in Asia, that the British race is no longer able to defend the Empire it once created. This is serious. Prestige is to politics what credit is to finance. As far more of the world's business is done on credit than cash, so the day's work of a nation is done rather under its prestige than by force of its arms; but when it becomes generally known in business that the cash boxes are empty the confidence of credit presents a problem similar to that of the liquifaction of gases. In the affairs of nations wars do not always follow immediately upon either the inability or unwillingness of a people to defend its possessions. The psychological moment of conquest and expropriation coincide with the convenience of the aggressive party, but the nation which mistakes a lull in proceedings for an invitation to slumber, deliberately invites a rude awakening. One of the most insidious dangers lurking at the gates of Empire is the over-confidence which nearly always accompanies traditions of victory and achievement. That danger threatens the British Empire today. It is a real danger and cannot be thrust aside by a somnolent gesture. The period of Britain's policy of proud isolation is passing away. That period was one of sanity and efficiency and militancy when the tread of the Briton shook the earth; but it was because of his sanity and efficiency and militancy that he was able to shake it and occupy and administer it, and it will be because of these very

qualities that he will hold and defend it, if he holds and defends it. For without any one of these qualities world power and world empire are impossible. This is not sentiment. It is cold fact—the consideration of which must lead us to interpret at their proper value in world affairs the ladylike policies of sentimentalists and suffragettes. These good people, no doubt, will find their place and have their day in that dim and fleecy hence when we are devoutly told that lions and lambs shall lie down together with the lambs outside. But their piping voices will hardly be heard in the din of long preparation which must precede that millennial day. This age is still one of wars and rumors of wars. Indeed, the last two decades have witnessed several conflicts which have changed the face of the world. Frankly, I am unable to consider the immediate future of the race in the presence of the prevailing militarism of certain nations, both east and west, without concluding that in the presence of the great world threat which confronts us we will hardly be able to hold the majority of everything in the world worth having by sheer right of our excellent intention and amiable disposition. Our mistake is in estimating the world's masses of mankind, and especially the new majorities which have been dragged suddenly into the world's arena by our own blundering diplomacy, according to the type which dominates our own particular prayer-meeting. Even if it is not conducive to optimism to scan too closely the motives and methods of all the habitues of our prayer-meetings, we cannot and must not assume our own pacific intentions, where we can afford to be pacific, enthroned upon the supremacies of the world; of the great, hungry, awakening, poverty-stricken masses who are, as it were, without where to lay their heads.

A recent writer calls our attention to the fact that since fifteen hundred years before Christ there have been but two hundred and thirty-four years of peace, and one may well doubt whether there has been one. After all, the present is horribly like the past, notwithstanding our new masquerade of science, industry and democracy, and I see no factors which will justify the faintest hope that the future will be fundamentally different from the present, for history is the record of the past, and the future will be a repetition of the present.

Those who were born before the beginning of this century, to all intents and purposes, were born into a white world. The colored races, in a sense, were negligible in matters of world moment. Nowhere was there any Asiatic or African nation of any first-rate importance or universal influence; but one war has changed this and nothing is the same and nothing ever can be the same since an Asiatic nation humiliated the proud Empire of Russia. This war awakened Asia from one end of it to the other. The Republic of China is its second fruit. The Republic of India may be its third,

though the Japanization of India is more likely. Whatever may happen in Asia or on the Pacific in the future, let no one imagine that the end has come to the awakening and advance of Asia in efficiency and power, where two-thirds of the human race, stationary two decades ago, are already on the march—already looking beyond India—a billion people with their enormous surplusage gazing toward Australia with its feeble British picket line of only five million souls. Let the British people make no further blunder regarding Asia, the Pacific Ocean, and the Empire. The British Empire must defend the British Empire. There is no second choice. The history of human efficiency records no dream more fatuous than that British Pacific possessions are to be held for British supremacy by Asiatic allies.

With the question of Canadian defence, which is of great importance to us on the Pacific, there is a greater problem—that of Pacific defence. Pacific defence must decide the case of Pacific supremacy. This, of course, does not mean to be able to keep our ships afloat on that 70,000,000 square miles of water called the Pacific Ocean. It means our ability to administer and defend the affairs and interests and prestige of our race in Pacific lands. We must have a British Pacific Navy. This is an impersonal imperative. "The effect of a navy upon the world and its trade," says General Homer Lea ("The Day of the Saxon," page 145) "is no greater than the radii of its operations." With practically the whole British Navy concentrated in the North Sea, with the practical certainty of its staying there until the German crisis is passed, which will never be passed until the problem of German Imperial expansion is settled by diplomacy or war, what right have we to assume that the British Empire will awake to the dire and impelling need of the defences of its outlying provinces and dominions? With the British Navy in the North Sea, the outlying Empire is at the mercy of the first comer. Any first-class nation with fleet or army could occupy any one of our possessions outside the British Islands, or India could revolt and this revolt or occupation would irretrievably ruin the British Empire. We are really asking too much of the nations who feel that they very much need what we have, to be justified in asking to be allowed to continue to exist by their leave and courtesy. All those vast possessions which make the difference between the World Empire and an Island Kingdom lie far beyond the "radii" of the British Navy, and are likely to lie there for an indefinite time to come from all we can learn to the contrary from Westminster.

What are we to do?

Have the problems of the Empire narrowed to the one of insular defence? Are the only Imperial world dangers confined to the one home crisis in the home land? Is the policy of British press and

British politician a sound or patriotic policy which is lulling the British people into a sense of false security in a fool's paradise?

I write from the Pacific Ocean for British interests and British prestige on the Pacific Ocean, with the reminder that up to date we are still an Empire and not merely a United Kingdom; that the Empire almost wholly consists of the Pacific possessions outside the United Kingdom, and that these possessions and this Empire which they constitute depend, and depend absolutely, upon British defence. The problems of the Pacific are problems of Empire. The defence of the Pacific must be the defence of the Empire.

What are we to do?

Let Canada build a Pacific Navy. Let it be a Canadian Navy and a British Navy. It cannot be the one without being the other. Canada has no desire to contribute certain millions to Great Britain, nor has Great Britain a desire to pass round the hat. Canada has no desire to put money or ships in the defences of the North Sea with all the millions of British gold lying idle, rusty and moss-covered in the vaults of London, unable to find four per cent., while the vast and fertile resources of her own country are undeveloped for lack of that capital; and, what is more to the point, while her own shores are undefended; and, more important still, while the entire Empire with its fences down lies open to the first marauder. On general principles let those contribute most to Imperial defence who have most to defend. The British gold which for a few paltry per cent. has gone to build the Japanese fleet, equip the Japanese army, outfit Japanese mercantile marine, and establish Japanese supremacy on the Pacific, would far better have gone to the extension of British trade on the Pacific, and the defence there of British interests and prestige. Canada will not gladly fill the pockets which Lombard Street has emptied for these purposes. But Canada will do tomorrow what she did yesterday, leap first to the defences of Imperial conflict in whatsoever part of the world.

Excepting possibly for some minor details, why should Canada not adopt the Australian policy? Let Canada and Australia co-operate, but then let Great Britain also co-operate in building a Pacific fleet. Let her make her own powder and shot and guns, and let her have her own shipyards under national and not private control and ownership in Vancouver and Victoria, and let it be known that in time of war the Canadian fleet and armament are British fleet and armament, and that in time of war there must be one Navy and not two or three. This programme, of course, would mean vastly more to Australia than to Canada, and more to India than to either, but it will mean everything to the Empire, if it is done on an Imperial scale.

We must have a British Pacific Navy and Great Britain should co-operate with Canada to build it and equip it and support it. We

must have this Navy at once, for the good people of Westminster have called away the watchdogs and have set wolves to guard the sheepfold.

* * *

THE RAILWAYS AND THE CREEK

"WHAT shall be done with False Creek?" is the question of the hour in Vancouver. This natural inlet from the sea, in the peninsula on which the great western city now stands, has latterly assumed a tremendous importance in the eyes of all who are looking to Vancouver's future development. It is today the central point in schemes which would entail the expenditure of many millions of dollars; schemes which would tend to widen, if not to alter, the business centre of the city itself.

The reason for False Creek's importance will at once be seen by anyone scanning the map of Vancouver. The oldest and most valuable part of the city is contained on the hook-shaped peninsula terminating in Stanley Park, and situated between Burrard Inlet to the north and False Creek to the south. This peninsula is itself part of a larger peninsula, the limb of land some six miles in width extending from Burrard Inlet to the North Arm of the Fraser estuary, and comprising the whole of Vancouver and the municipalities of Point Grey, South Vancouver, Burnaby and New Westminster. False Creek, a narrow, sinuous neck of water, extends for three miles from the comparatively open sea at English Bay, and almost cuts Vancouver city in two. As the city has grown, nearly the whole of its shores, affording a waterfront of several miles, have been appropriated for building purposes, and while it is not suited for the larger ships, it has provided an easy ingress for small craft of all kinds, and particularly big quantities of lumber coming into Vancouver. At the same time, the want of communication between the busy thoroughfares on the northern side and the growing suburbs to the south has imposed the necessity for bridges, and today it is spanned by three fine public structures and certain smaller ones used by the railway lines.

But today False Creek is doomed. Advancing civilization requires land rather than water in a portion, at least, of False Creek's area, and to this end the creek must be curtailed. It is now considered practicable for its eastern portion, comprising the part lying inward from Main Street bridge, to be filled in, and a substantial sea-wall to be built near the bridge, to make permanent the sentence of banishment decreed against the water. This will mean for Vancouver the acquisition of a piece of land the best part of a mile in extent from east to west, and nearly half a mile from north to south.

This shaping of False Creek's destiny rests, first, with the city authorities; secondly, with the whole of the ratepayers; and thirdly, with the Provincial Legislature.

There appears to be no two opinions as to the best use to which a portion, at least, of the new land may be put. Vancouver is today holding out the hand of hospitality to the great railway companies which are not yet established in her midst; and the companies are, if anything, even more anxious to come to Vancouver. That False Creek will eventually be the location of a big railway terminus or termini everybody believes; but just at present the arrangement of satisfactory conditions to this end is proving a source of trouble.

The most eligible of False Creek's suitors is undoubtedly the Canadian Northern Railway Company. This company expects, within the next two years, to have a service through from Montreal to British Columbia, tapping a country considerably farther north than that served by the existing main line of the Canadian Pacific. To get to Vancouver, and by way of Vancouver to the sea, they are prepared to build a tunnel into False Creek flats, at a cost of three or four million dollars. The expenditure for lands, reclamations, and construction of terminals will be not less than four million dollars, and the passenger station, on which not less than a million and a half dollars will be spent, will be one of the finest in Canada. Dust and smoke will be prevented by the working of the whole urban system of the railway with electricity, and one of the benefits promised is a good suburban service of trains, covering the distance to New Westminster in twenty minutes, and to Port Mann in half an hour. Further, it is the intention of the company to have a fleet on the Pacific Ocean rivalling that of the Canadian Pacific.

An important provision in the plan is that the Canadian Northern are willing to build a station which shall centralize all the railways entering the city, and that any railway company coming into the city in the future shall have the right of way over their lines within the boundary of Vancouver. For this right the other companies are to pay upon a car basis of five per cent. per annum on the value of property and structures included within the terminals, and to bear the same proportion of the cost of their maintenance, upkeep and operation.

And what is the price the city is asked to pay for this accommodation? It is certainly one that ought to be seriously considered. Substantially, it is the surrender, on terms, of the False Creek reclamation site to the Canadian Northern Railway Company. Here is the operative clause in the original proposals, following one relating to the city obtaining certain lots in the neighborhood of Main Street bridge:

"The city will forthwith, after all the restrictions on their right to alienate have been removed and the titles to the said lots have been obtained, convey to the railway company all its rights, title and interest in and to all that portion of the bed and foreshore of False Creek lying east of Main Street in the said city not already transferred to the Vancouver, Victoria & Eastern Railway & Navigation Company and the said above mentioned lots."

It is claimed that the area to be thus surrendered amounts to 158 acres, and various estimates have been made as to its present or potential value within the next few years. These estimates vary between three and ten million dollars. The cost of building the sea-wall, however, will fall upon the company, as will also the cost of a bridge over the track connecting Caroline Street with Carl Avenue. On the other hand, the city will gain a fine thoroughfare along the line of the present Main Street bridge, and there has also been the idea of deriving revenue for the city from blocks of valuable buildings on the Main Street side, and wharves on the water side. Still, making every allowance for what the city gains, it is evident that the equivalent of several million dollars is being asked by the company for the advantage to the city of having a great railway terminal in its midst.

The month of September and the early part of October has been a period of negotiation between Colonel Davidson as representing the Canadian Northern Railway Company, and the Bridges and Railways Committee of the City Council. Naturally both the Colonel and the committee have been doing their utmost to secure favorable terms for those they represent, and the wording of the agreement as originally proposed has undergone many alterations. One promise made to the Mayor by Colonel Davidson was that the city shall be the home port of the company "for all time." It has also been conceded that Main Street, where the sea-wall would be built, would be 250 feet wide on the east side and 270 feet wide on the west. Other streets intersecting the creek are made wider, and the company promise to bear half the expense of an overhead bridge across the creek. Land for terminal docks is to be bought by the railway company within five years, and the company are to pay taxes on three-fifths of the value of the creek bed after three years. While agreeing to return to the city 25 acres of the bed of the creek for industrial sites or other purposes, the company decline to pledge themselves to provide industrial sites outside the city. However, if the company sell any of the land secured under the agreement, the price is to go to the city. One of the other details of the scheme is that the company are to build in Vancouver a first-class hotel "as big as the Empress Hotel, Victoria."

This, in brief, is the scheme which the Canadian Northern Railway Company is willing to carry out, and on which the City Council, with only three dissentients, has set the seal of its approval. The ratepayers of Vancouver will presently have to decide the issue for themselves. It is to be hoped that there will be a representative vote, and that every individual ratepayer will examine carefully the reasons for and against the project before declaring himself either way.

Business people in Vancouver have shown themselves well aware

of the value of the shores of False Creek as the situation for manufactories and warehouses. Within the last few years firms of all kinds have been establishing themselves in this vicinity, and their identity is proclaimed by big signs that can be read half a mile away. Among them are the B. C. Bedding Co.; A. G. Burnett, the Beam Manufacturing & Lumber Co.; Wood, Vallance & Leggatt, iron and steel; B. & K. Oats; the M. P. Cotton Co., Ltd.; the Terminal Lumber & Shingle Co.; the McDowell, Mouat Coal Co.; the Vancouver Furniture Manufacturing Co.; the Reliance Sash & Door Co.; the B. C. Box Co.; the Standard Milk Co.; W. Holt, glass and glazing; Johnson Bros., wholesale dry goods; E. G. Prior & Co., agricultural implements; Royal Standard Flour; the Campbell Storage Co.; the Canadian Pipe Co., Ltd.; J. Hanbury & Co., retail lumber, doors, wood; King's Quality Flour; the Coast Manufacturing Co.; Macdonald, Marpole Co., Ltd., coal; the Cascade Laundry; the Pacific Coast Pipe Co.; the Ritchie Contracting & Supply Co.; Moffatt's Flour; Wilkinson Co., Ltd., steel and wire; and many other firms.

All of which goes to show that False Creek, whatever may become of the present proposals for its metamorphosis, is going to play a big part in the future development of the city of Vancouver.

Meanwhile it is announced that the Dominion Government have in view a project for dredging the basin of False Creek from its mouth at English Bay to the Main Street bridge. A channel 300 feet wide and 20 feet deep at low water will be dug. This, it is thought, will enable owners of property, warehouse and otherwise, to build wharves to deep water, and the Hon. F. D. Monk, Minister of Public Works, anticipates that within two years the entire length of the creek will be lined with wharves. Ships which are now too large for the channel will be drawn there by the lumber mills, and vessels which now have to pass the night outside in the bay may be moored at the wharves. Thus the water surface, even of the western half of the creek, will be much curtailed, but what remains will have its capacity for useful service immensely increased. These plans are a sign of the confidence which is felt in government quarters in the enhanced importance of Vancouver as a shipping centre in the future.

* * *

THE HARVEST OF THE SHIP-OWNER

AT a time when the extension of the shipping industry of British Columbia is a matter of daily discussion, it is interesting to hear that ship-owners in nearly every part of the world are enjoying a period of almost phenomenal prosperity. There are several reasons for this, and these are admirably dealt with in a recent article in one of the best-known English papers, the *Manchester Guardian*. The fact that this journal is as little

prone to exaggeration as any paper in the world enables us to attach all credence to the figures which it gives.

There has been a remarkable improvement in the freight market during the last twelve months, and today the whole shipping trade is reaping a golden harvest. Not since 1899 have freights been anything like what they are at present. The shipping boom of 1899 was largely brought about by the demand for transports during the South African War, but the present boom is more the natural outcome of supply and demand. In 1907, 1908 and 1909 freights were very low indeed, the result being that owners had no encouragement to order new ships, and the amount of new tonnage built, although considerable, was, as it now appears, nothing like sufficient to provide for the development of new business, and the great opening up of fresh markets which has taken place during the last year or two. All steamers are now able to obtain very remunerative employment, the markets all over the world are exceptionally strong, and there is no appearance of weakening in any direction. Wherever one turns good business is to be had. In the past ship-owners have often seen certain markets improve, and have deemed themselves lucky if they happened to have a steamer or two in position to take advantage of such improvements, but today profitable employment is to be found in all directions.

It must always be remembered that outside of the regular lines the great bulk of the world's shipping trade is done by the so-called tramp steamer, which is able to go in any direction to take advantage of any good business offering, and is not tied down to any beaten track. Such steamers carry all the bulk cargoes, such as grain, coal, timber, and ore, and are also largely taken up on time charter by the owners of the regular lines, for the modern tramp is often as well built, as well engined, and as well found in every way as the cargo-carrying liner, the principal difference between them being that the "tramp" has no passenger accommodation. Boats of the tramp class are probably feeling the benefit of the present improvement in freights even more than the liners.

If we compare a few of the freights obtainable today with those current last year, we shall at once see the very marked improvement that has taken place.

	Sept., 1911	Sept., 1912
Cardiff to River Plate	$4.75	$5.75 to $6.00
Plate to Britain	3.40	7.75 prompt 6.00 later
Cardiff to Naples	1.85	3.25
Azof or Danube home	2.30 to $2.55	3.85 to 4.35
Karachi to Britain	4.10	5.50

For time chartering some very remarkable rates have recently been obtained. A steamer was fixed last year at $5,750 per month, but a steamer of the same size is obtaining this year $8,250 per month. So difficult are merchants finding it to obtain tonnage in the ordinary way that many of them have been obliged to take up steamers on time charter in order to fulfil their contracts, and have had to pay very heavy rates. A steamer carrying 6,500 tons is reported fixed at $11,000 per month, and smaller steamers which a year ago could have been chartered for $2,500 are today asking and obtaining just about double that sum.

As a natural result of the great improvement in the possibilities of trading, the price of steamers has advanced enormously. A steamer of about 6,500 tons could have been ordered a year ago for about $185,000; today for the same steamer the builders would ask $35,000 or $40,000 more. Second-hand tonnage is also commanding remarkable prices. A steamer built in 1908, with a carrying capacity of 7,645 tons,, was sold the other day for $275,000. Such a steamer would cost about that sum to build today, but in 1908 she would probably only have cost about $190,000. There is thus an appreciation of $85,000 after four years' service. Nor are ship-owners likely to suffer for some time to come from the large increase of new tonnage, because the builders cannot give deliveries. Steamers that were ordered a year ago, and which should have been ready by this time, are found to be only plated. The

difficulty of obtaining the material from the makers and the bad weather which has prevailed are the reasons given by shipbuilders for the delay in delivery. There will therefore not be the prompt rush of new tonnage that there has been in former times when an improvement in the freight market occurred.

That this condition of affairs should be reflected upon the balance-sheets of shipping companies is only natural. It may be said that shipowners are acting on a more conservative principle than formerly, and are inclined to provide fully for depreciation and to accumulate reserve funds before distributing large dividends. In previous periods of prosperity much injury has been done to the reputation of shipping shares as an investment by the distribution of profits "up to the hilt" in good times. with the result that when times have become bad, the same companies have been unable to pay dividends at all, and in many cases have had to reduce their capital.

A few of the dividends recently paid by British steamship companies (of whom a large proportion are "tramp" owners) are given below:

	Per cent.
Prince Line	10
Furness, Withy and Company	10
Hain Steamship Company	10
Monarch Steamship Company	10
Schofield Steamship Company	10
Clutha Shipping Company	8½
London & Northern Steamship Company	8
Norfolk & North America Steamship Company	8
Watson Steamship Company	8
Anchor Line	7½
Fargrove Steamship Company	7½
Tyne-Tees Steam Shipping Company	6
Britain Steamship Company	5

It should be said that in the above financial figures the change has been made from pounds to dollars, at the rate of five to one; but this, of course, does not affect the value of the comparison. Canadians, while perhaps inclined to cast a wistful eye at this picture of prosperity in a branch of commerce where England stands pre-eminent, will not grudge the Mother Country this good fortune in view of the trials and burdens of the last few years.

A Journey Through the Mighty Culebra Cut

By Frank G. Carpenter

COME with me for a trip through the Culebra cut, that mighty nine-mile gash in the Andes. It practically begins at Pedro Miguel, where we shall start, and it runs in a winding canyon through the mountains from there on until it is lost in the great lake of Gatun. The ships will come through the lake and steam on at full speed through the cut, and the water of the cut and the lake will be at the same level.

The Culebra cut is at the lowest pass of the Andes, those mighty mountains which in South America rise more than four miles above the sea, but bow down humbly as they reach the isthmus on their way north to join hands with the Rockies. Here at Panama the mountains are on the average only about one-third of a mile high, and at Culebra the tallest peak, known as Gold Hill, is 500 feet above the sea. The lowest pass is only 300 feet, and we have cut this down so that ships can sail through it and the surface of the canal waters be only 85 feet above the level of the two oceans.

THROUGH THE CUT ON FOOT

We shall start for our trip about nine miles from the Pacific under the mighty lock of Pedro Miguel. This lock is as tall as a three-storey house, and it will drop the ships to the level of the locks at Miraflores, where they have two more gigantic drops before they reach the level of the Pacific.

We crawl down into the locks and go carefully through the network of steel wires and cables, so many in number that they look like a thicket. We dodge to keep out of the way of the concrete which is falling into the network, and pick out our path along the line of the railroad.

The average man goes through these works on a motor car or is shot by them on a special train, which makes understanding impossible. Much of our way is on the ties of the railroads, some of it is over the masses of rocks cast up by the explosions, and we shall have to climb from level to level and avoid tripping over the electric wires which run here and there. We must be ever on guard to jump out of the way of the trains and also to watch out for the explosions of dynamite which are preparing the rocks for the steam shovels.

BLASTING DOWN THE ANDES

There are steam shovels everywhere working. There are hundreds of Jamaican and Barbadian negroes engaged in drilling. There are gangs of Italians moving the tracks, and other gangs of negroes and whites, in water up to their waists, repairing the shovels. The drilling goes on everywhere, and I venture you have never seen such drilling before. The drills have derricks above them, and you can see a thicket of the derricks in clumps as you look up the cut. Each drill consists of one of these derricks and a long steel shaft, which rises and falls, making a dynamite hole as big around as your arm and twenty-six feet deep for the blasting. The force which moves the drill is compressed air sent through a pipe as thick as the waist of your sweetheart, which runs from one end of the cut to the other. There are altogether more than thirteen miles of such pipes, the air coming from compressors at Rio Grande, Empire and Las Cascades.

Here they are charging the drillings with dynamite. That long line of holes running a thousand yards up the cut is ready for an explosion. By and by they will go off with the noise of a battleship in action. Farther on is another gang drilling in front of the steam shovels which are working on the explosions of yesterday night. That is the way the mountain is cut down. The rock is first broken to pieces and then loaded by

steam shovels into the cars and carried on the railroad out of the cut.

But let us move onward. Watch out for your feet. You may trip on the wires and an electric shock send you to heaven or the reverse. Don't you see that train coming? You must get far off the track. Those cars are loaded with rocks and earth, and huge rocks frequently fall and men are killed by them. The train is 600 feet long and every car is loaded with that mighty blue rock.

GIANTS WHICH HAVE THE STRENGTH OF HUNDREDS

But let us stop at this great steam shovel and watch it. See how it gouges out the rocks and earth exploded by dynamite. There are scores of other shovels at work in the cut, and each is accomplishing more than the labor of 500 men.

There are altogether more than 100 shovels on the isthmus, and they equal a force half as large as the whole United States army. Fifty thousand Samsons could not do what they do.

The huge monster makes one think of a giant on wheels with a mighty arm at the front which ends in a mouth of steel as big as a hogshead. This mouth has four long, sharp, cruel teeth on the edge of its lower lip, and it gouges out ten tons of earth at a bite and, raising it, head in the air, it swings the bite on to the cars.

See, it is taking a bite now. It has swallowed a rock which weighs three or four tons and has carried it with a mass of debris. There are eight tons inside its square cheeks, but it lifts the load as though it were feathers, and loosing its lower lip, drops it into the car. The mass falls with a loud explosion and the car has not finished quivering before the giant has bitten out five more wagonloads of earth and dropped them on top.

Now look once more at the machine and see the brains which make it move as though it were human. It all comes from that white pigmy in blue cotton clothing.

This machinery here is the wonder of the world, and it does its work without kicking. It never stops and never strikes. It is a tool of the gods, but a little man works it with a touch of his finger.

One will load a flat car holding forty tons in five bites, and we have shovels which have loaded more than 4,000 cubic yards in a day.

As we look I take out my watch and time the loading of a car. The shovel drops a mouthful weighing from five to eight tons every sixteen seconds, and the car is filled in a little over a minute. In one day's work a single shovel has loaded more than 8,000 tons, and last March fifty-one shovels excavated on an average almost 80,000 yards each.

Look up at the hills we are now passing through. The tops of the canyon are of the greenest of green, and they look refreshing in contrast with the scarred desert down here in the cut. See the railroad trains moving on that level above us. There is another caravan on the level below, others in the cut and high above us are twenty cars flying away down to Balboa. There is a train at the right, at the left, and trains everywhere carrying rivers of rock.

UNLOADING THE SPOIL

Did you ever see such engines before? They are giants in comparison with those of our railroads.

These cars are Lidgerwood cars, which are unloaded with plows. There are more than 1,800 of them now in use, and at the same time an equal number of steel dump cars, large and small. There are more than 4,000 cars moving back and forth through the work, and on the average there is a train every four minutes all the day through.

The Lidgerwood cars are among the wonders of modern excavation. There are twenty of them in each train, and each car is, I should judge, about thirty feet long. One train will measure over 600 feet on the track, and eight or nine trains make a mile.

When they shoot out on the dumps the engines have such machinery that they drag a mighty steel plow over the train and it shovels the mass at one motion far out from the side of the track. After a time the pile rises, and then a gigantic spreader—another machine which runs on the track and does the work of a thousand men—smooths down the dump. More rock is put on, and finally, even with the spreader, it is too high for unloading.

And then what do the engineers do? Do they seek a new dump? Not at all. They merely run out the track shifter, a mighty machine which picks up tracks, ties and all. and lifts them over so that another dump can be made. This machine will throw

more than a mile of track nine feet in eight hours, and it represents the work of 600 men. Nevertheless it is handled by three white men and six laborers. Single plows have unloaded sixteen trains in eight hours, an amount so great that it would take 10,000 horses to haul it if piled upon wagons.

We have already travelled three miles and are pretty well along the cut.

AT GOLD HILL

But I despair of giving you the scenes of Culebra. The cut is indescribable and its features change every moment. We stop at last under Gold Hill, the top of which is more than 500 feet above sea level. We are now on the very level of the canal bed, just about forty feet above the surface of the Caribbean and the Pacific Ocean. We are in a rocky, ragged gorge of numerous levels, which rise like cliffs on each side of us. At places the rock is cracked as though an earthquake had shattered it. Right near here were the great slides when thousands upon thousands of tons rolled down into the cut. The cracks can be seen everywhere as we move. We climb the heights to Culebra and as we do so find ourselves wondering whether the whole mountain will slide. The engineers, however, know all the dangers. They have tested every part of the excavation and understand just how to handle the canal if any part of the mountain should move. It may be that the slope will have to be widened. I know it is a mighty steep wall to the top. I went up on my hands and feet, panting and resting at every few steps. The exertion was terrible in this tropical air, and it took me something like a quarter of an hour to make my way to the top.

FIVE O'CLOCK IN THE CUT

We are at the deepest part of the cut, which lies over 400 feet down in the gorge. We can see the great gash winding its way in a curve toward the Pacific, and twisting about like a letter S as it goes toward Gatun.

Take out your watch. It is five minutes to five. When the second hand reaches the figure the work will stop. There goes the whistle, and the men come swarming up the sides of the mountains. Now hear the explosions. The dynamite drillings all through the cut are tearing the rocky heart of the earth. The noise is that of a mighty battle. It shakes the mountains, and the echoes reverberate like the clapping of thunder. The earth quivers and we think of slides, and wonder if the hill upon which we are sitting may not move down into the gorge.

UNCLE SAM'S MIGHTY THUNDER BLAST

This great battle of explosions goes on for half an hour or more. The charges are set off by electricity which lights the fuses, but a fuse may be slow and the explosions are varied. Now there is a single volcanic eruption, and now it sounds like a battery of our great men-of-war when in action.

Look again down the cut. There goes the labor train taking the workmen home to Ancon. It is loaded with employees, Jamaicans and negroes from other parts of the West Indies, and also with Syrians, Italians, Spaniards and others who live at Ancon.

Advertising Talk

By Orpheus C. Soots

THERE are three kinds of advertising; namely, general publicity, bargain-counter and policy.

The latter variety is usually employed by public service corporations and political mountebanks, who purchase liberal quantities of space in representative publications in the belief that their patronage curries favor with the press and renders them immune from exposure of "ways that are dark and tricks that are vain."

Bargain-counter advertising is the sort that is used by most of the largest and best retail establishments, but is calculated to bring immediate results because of exceptional inducements offered, and to be successful must be backed up by honest values and a judicious amount of space in quality mediums for general publicity purposes.

So, after all, it is the consistent and continuous exploitation of a name, brand or trade mark that builds for the future and spells SUCCESS.

Vague and misleading statements find us only with the makers of circus and other fake advertising, and are rapidly passing from the vocabulary of the capable ad. writer. In short, the severe test of experience has demonstrated that nothing is so effective in producing permanent results as the plain, unvarnished truth.

Appropriate illustrations always add to the effectiveness of an advertisement, and this applies especially to magazine pages, where it is possible to tell the cut of a residence from that of a donkey.

A little white space now and then is relished by the printer men.

* * *

Less than one year ago the little town of Bassano, Alta., raised $10,000 by public subscription, which at that time amounted to about $10 per capita for every resident of the town. A live ad. club conceived the idea of telling the world the many advantages and opportunities Bassano had to offer, and wide-awake business men made it possible, by responding with liberal contributions, for a campaign of publicity. An advertising expert was employed, and he immediately got busy, with the result that Bassano's population has more than doubled, and several industries with large pay-rolls have located there. All of which shows that printer's ink, in proper doses, is a panacea for community dry rot.

The city fathers of London, England, are to be commended for resurrecting an ancient law that will effectually taboo the distribution of handbills and dodgers on the streets of the metropolis. This will be not only the means of keeping the city clean, but will save annually thousands of dollars to deluded "advertisers."

* * *

The "Saturday Sunset" is now mailing out one of the most elaborate and comprehensive special numbers ever issued in Canada. It is printed on book paper, contains 152 pages and three-color cover, with more than four hundred illustrations. Every phase of provincial development is reviewed, and nearly every section of British Columbia represented. Undoubtedly much good will result from the wide distribution given this edition.

That our southern neighbors are greatly interested in this section of Canada is shown by the fact that hundreds of inquiries are being received by the Pacific Bond & Land Corporation, Ltd., from a classified advertising campaign on Willow City, which the company is conducting throughout the northern and central states.

Mr. George S. B. Perry, one of the oldest as well as one of the most capable newspaper writers in British Columbia, has recently assumed charge of the publicity for the Vancouver Harbor & Dock Extension Co.

An attractive, novel and effective window display is that of Cox & Stephenson, the Fort George specialists, at 47a Hastings street west. Piled in the window on a piece of bright velvet, with a colored bird's-eye background, is $1,250 in glittering gold, and hanging above a well executed card bears this inscription: "This money belongs to a man by the name of Cowell. He bought a lot in Fort George for $150 on easy terms, October 22, 1910, and last week, September 26, sold it for $1,250 cash. Fair, isn't it?"

IN this number of the *British Columbia Magazine* we initiate a Development Section, which it is intended to continue as a permanent feature of the magazine.

That this section will be a success we see no reason to doubt. In dealing with the development of British Columbia we are dealing with one of the most intensely real propositions in the world. Already some thrilling chapters in that development have been written, but these are as nothing compared with what the province is probably destined to see within the next generation. In that period its present population of 400,000 will probably be multiplied many times over, its cities will become the great centres of a greater West; its small towns will become cities and its present trackless wildernesses will echo the voices of new and happy communities. Its vast stores of natural wealth will be unlocked, and man's industry will make the land yield its increase.

That is what development means. The process is going on now, and will continue. It is the duty—a duty which is also a pleasure—of the *British Columbia Magazine* to help this process and to hasten it. That will be done by wide publicity, by intelligent counsel and by the word of encouragement which falls so gratefully on the ear of the prospector in his time of doubt and difficulty.

A section which deals faithfully with the problems of development in British Columbia cannot fail to be of deep interest to the general reader. It is with confidence, therefore, that we bespeak a cordial reception for this new feature. Like the subject with which it deals, it has today a small beginning. But its permanence and growth are assured, for it has come to supply a want which has been keenly felt.

Choosing a Locality for Your Home

Unexcelled Attractions of the North Shore, Burrard Inlet's Choicest Residential District

By G. H. Morden

ALTHOUGH the industrial development of the north shore of Burrard Inlet has been retarded, because of the prolonged and vexatious delay that has been experienced in procuring those transcontinental railway connections which the resources and the advantages of the locality demand, progress and development have proceeded, nevertheless, at a marvellous rate along residential lines. The territory which but a few years ago all lay within the boundaries of a single district municipality now contains three municipalities, that is, one city and two district municipalities, namely, the city of North Vancouver, the district of North Vancouver, and the district of West Vancouver. The assessed value of property in any one of the present municipalities is many times greater than was that of the entire area as contained in the parent district a few years ago. The number of parcels of land has increased enormously so that whereas one very modest record book sufficed for the assessment roll but a few years ago, several very pretentious volumes are now required for the records of each of the municipalities.

In the matter of the extension and construction of streets, extensions of the ferry service, street railway service, telephone system, waterworks system, electric lighting system and in all the many enterprises which enter into the constitution of a thoroughly modern and progressive community, the north shore has at all times manifested a most enterprising spirit which has kept the entire community fully abreast of the requirements in these respects.

With a present population of upwards of ten thousand, the north shore has attained the distinction of having acquired the largest growth of any city in the Dominion, without the assistance of railway transportation. There is a reason for this, and that reason is found in the many attractions which the north shore offers the homeseeker and the well-nigh unique advantages which it possesses for acquiring and holding a very large and fully contented residential population. All the way from the summer residences on the North Arm on the east, through Lynn Valley, North Lonsdale, the city of North Vancouver, east Capilano, Hollyburn, Dundarave, and on to Caulfields on the extreme west, those who have located their homes on those sunny southern slopes invariably become enthusiastic advocates of the north shore as a delightful place of residence. Not the least of the many attractions is the most enjoyable short sail by water in going to and from Vancouver. The benefits of the water trip are appreciated by all. The quiet restfulness of the trip and the inbreathing of the fresh, pure air which marks the atmosphere upon the water, recuperates and invigorates the physical system to a remarkable degree, while the excellent ferry service now maintained places the North Vancouver ferry landing within twenty-five minutes of Vancouver post office. Indeed the Duke of Connaught, on his recent visit, left Hotel Vancouver at three o'clock and entered Victoria Park (six blocks up Lonsdale avenue from the ferry landing) at twenty minutes past three.

Even as a residential centre the community on the north shore would easily attain, within a few years, a population running into scores of thousands. It is annually attracting homeseekers in larger and larger volume and the time is at hand when none who are seeking a place of residence of a more or less permanent nature will consider that they have done justice to themselves and will feel satisfied that they have made the best choice until they have thoroughly investigated the attractions and the advantages of the north shore. Those who do investigate cannot but become impressed with its charms and advantages, and those who know the north shore best are most confident that the closer the acquaintance with what the locality has to offer, the more certain will be its ultimate choice as a place of residence.

DISTANT VIEW OF FORT GEORGE, FROM THE HEIGHTS ACROSS THE NECHACO RIVER

Fort George and Its Tributary Territory

A Big City and a Rich Country in the Making

By John Ridington

AMONG all the new districts in British Columbia it is safe to say that none has occupied more of public interest and attention than that immensely rich territory centering in Fort George, and this interest and attention are not confined merely to British Columbians, who naturally have an acute and vital interest in the development of the newer portions of their own province, but in every province of the Dominion, and in every state of the Union, can be found large numbers of people who are not only familiar with the physical characteristics and the investment opportunities of central British Columbia and Fort George, but who have proved their confidence in its future by testimony the most indisputable —by the investment of large or small portions of their capital in the city and district.

Further, the men have begun to follow the money. Every month of the present year has seen a continuous stream of settlement into the district. In their anxiety to "be on the ground floor" pioneers from all parts of the continent have braved discomfort, hardship and actual peril that they might secure the advantages of early location. By swift automobile and luxurious steamer, by slow wagon and tedious pack horse, by primitive dug-out and perilous raft—by trail, road and river—from the south, from the east, and from the west, men and women have fared forth towards Fort George, guided thither by the beckoning finger of Opportunity.

Every one of the progressive nations has its quota of representatives in the cosmopolitan community already settled in and around, and daily streaming into, Fort George. Prosperous farmers from Iowa and other rich central agricultural states have sold their holdings at big prices and are now tilling infinitely more fertile lands, secured at a mere fraction of the cost, in the rich regions adjacent to Fort George. Merchants from Montreal and Minneapolis have sold their businesses and are enduring

the necessary discomforts of a pioneer community, secure in the conviction that they will be abundantly rewarded for present inconvenience by laying broad and deep the foundations of mercantile enterprises far exceeding in volume and in importance those they recently left. Manufacturers are seeking locations for industries related to the natural resources of the district, in the expectation that within a short time these will be among the most important of those operating within the province. Lawyers from London and New York have forsaken palatial offices and assured incomes in the world's commercial capitals, and can be found today in totally different surroundings in the business centre of Fort George. From widely sundered portions of the new and old worlds, from city and from country, men of varied occupations, of different race, have all set their faces and turned their steps towards British Columbia's new Dominion,—that great Inland Empire that, in the character of its new citizenship and in the variety and wealth of its natural resources, will constitute the strength, the sap and the backbone of the British Columbia of the future.

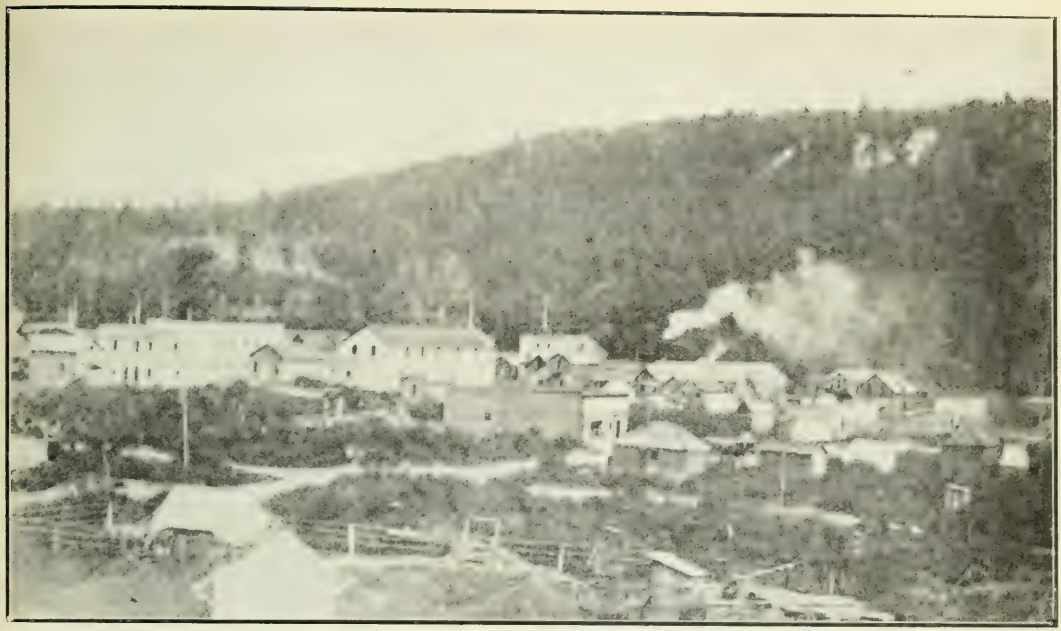
Effects as significant as these must have deep-seated and powerful underlying causes. Behind this constantly increasing stream of human migration there is, of course, the ever-present push of the desire of humankind to own land. It is the fashion to state that the day of the new and cheap land in America has passed. In a sense, but in a sense only, this is true. One can hardly pick up a magazine without finding the attractions and advantages of new towns and districts set forth with all the persuasiveness and skill with which illustrations can be selected and advertisements written. A large number of these widely-advertised localities have almost every modern facility and convenience ready made to the hand of whoso will locate there. Why then should men deliberately elect temporary difficulty and discomfort, and settle in a place three hundred miles from a railroad, when competitive sections boast that in the districts to which they invite none of these things need be endured? There can be only one reason to cover the case. Those who have most fully investigated the facts as to Fort George and British Columbia's Inland Empire have thoroughly convinced themselves that the ultimate reward, both in comfort and prosperity, will more than counterbalance the temporary disabilities under which they will for a while have to labor.

It is the purpose of this article to set forth briefly and plainly some of the physical facts underlying this most significant movement of population towards Fort George and vicinity—a movement as yet in its earliest stage, but which from all present appearances seems destined to grow into one of the most notable movements in the history of the continent.

To begin with, the Fort George district is one of the richest agricultural sections in the whole of the Dominion of Canada. Mr. J. H. Grisdale, head of the Agricultural Department of the Dominion Government, and director of twenty-three experimental farms maintained by the Dominion Government in various portions of Canada, stated in an interview to the Vancouver press after his return from a trip to Fort George and surrounding districts in the early part of the present month, that "farmers are able to realize more from a small cultivated piece of land than from any other part of the Dominion of Canada." "The whole district," said Mr. Grisdale, "is one of enormous potential agricultural wealth, and will unquestionably be one of the richest in the Dominion when thoroughly settled and scientifically cultivated."

Mr. Grisdale stated that, in the one-hundred-and-ten-mile trip he made by auto from Quesnel to Fort George, "I would judge that at least ninety per cent. of the land could be brought under cultivation, and give good returns. I also took a run out east of the Fraser River, and there I was astounded to find a plateau of gently rolling land, very much resembling a prairie country. The soil consists largely of heavy clay loam, and is uniformly of good quality. I was informed that this plateau extended as far south as Quesnel. I found splendid crops of oats, red top wheat, rye and other grains, practically all matured.

"I also heard of large areas of farm land out on the Willow River, east of Fort George, and a settler from that district assured me there was any amount of land of superior quality there. I went up the Nechaco, several miles from Fort George, and found conditions there to warrant large



SOUTH FORT GEORGE, ON THE FRASER RIVER

agricultural settlements. At the Fort George fair I saw the exhibit from the Bear River, and that convinced me that up the Fraser there is another very fine agricultural district. A settler from the Bear River told me that the land up there was the most fertile he had ever seen—thousands of square miles of very superior soil."

Out on George Ovasco's ranch, four miles west of Fort George, Mr. Grisdale stated to the Fort George "Tribune" that he had met with surprise after surprise. "On that ranch," said he, "on eight acres of it, I saw more value for the acre of land under cultivation than I had ever seen before, or between three or four thousand dollars' worth of farm produce. The yield is mostly in Early Rose potatoes, and will go not less than 600 bushels to the acre."

Mr. Grisdale, who undertook the trip to Central British Columbia at the suggestion of the Hon. Martin Burrell, Minister of Agriculture, in order to report upon the advisability of establishing in the vicinity of Fort George one of the Dominion's experimental farms, will recommend to the Canadian Government the immediate establishment of one of these institutions, and could not speak too highly of the agricultural resources of the region. "Never in my life have I seen better oats than some of those on exhibition at the Fort George fair, while some of the vegetable displays entered could travel in any society, and would be a credit to the fairs of Ottawa, Toronto, or New Westminster. I believe, from what I have seen of the country, that it has immense possibilities as a grain-growing and live stock-producing area, while its adaptability for vegetables is beyond all question. The indications all point to the conclusion that the country is capable of raising a vast variety of farm products, including those requiring such favorable conditions as alfalfa, timothy, wheat, red clover, watermelons, corn, celery, cucumbers, pumpkins, squash and other of the more delicate and care-requiring products."

The exhibits shown at the first Fort George fair indicated that other districts, not personally visited by Mr. Grisdale, were at least equal to those he had inspected, in productiveness and fertility. Among these might be mentioned the Mud River district, the Salmon River country, and the region north and west from Fort George, into which there has this season gone a very large settlement of pre-emptors of the highest class.

Such statements, from an authority so distinguished, are surely conclusive. If there is anybody in the whole of the Dominion of Canada qualified by experi-

ence, standing and training to speak with authority upon the agricultural resources of any district, that person should be the practical head of the Dominion Government's Agricultural Department. Mr. Grisdale's statements as to the Fort George country need no further comment—they speak for themselves.

Let us turn now to another natural source of wealth widely distributed throughout the whole of Central British Columbia, and which constitutes a permanent and profitable asset in the up-building of the city and district—lumber.

By far the greater portion of Central British Columbia is covered with timber. This timber is not as large, nor is it, generally speaking, so dense, as that found on the seaward slopes of the province, yet it is unquestionable that it will form the basis of very large and important industries, and will constitute one of the primary natural assets in the up-building of Fort George and Central British Columbia. There are hundreds of square miles of mixed cedar and fir, which form the very best varieties of wood pulp, in the Fort George region. The wood pulp industry, despite its enormous advance in recent years, is as yet in its infancy, and British Columbia will in a short time out-distance and eclipse Quebec as the premier pulp-producing province of the Dominion. In addition to this practically inexhaustible supply of smaller timber available for wood pulp purposes, there is an abundance of the very best merchantable varieties suitable for building construction. Logs will be floated down the Fraser, the Stuart and the Nechaco to mills at Fort George, which will then become one of the important lumbering centres of the province. Two such mills are already established, and a third is to be put in operation next spring. Not only sawmills, but furniture, box factories and shingle mills, will also be established, giving profitable employment to a manufacturing population, and adding materially to the financial and industrial importance of Fort George.

We come now to the third class of natural resources that will combine in up-building the Fort George city and district—minerals. Within a radius of two hundred miles from the junction of the Fraser and Nechaco Rivers there exists ample supplies of practically all the minerals necessary to support a very large population. Nature has made a geological playground of this whole region, and in the widely-varied formations are to be found gold, silver, platinum, and other precious metals. It is, of course, notorious that in the Cariboo are the richest placer mines ever discovered by man. Coal, the basic industrial mineral, is present in enormous quantities in parts of the Fort George country. The Ground Hog measures, to the west of Fort George, are of great extent and high quality. At the Bear River, east of Fort George, is another enormous field, of almost equal extent and quality.

Practically inexhaustible lime and shale deposits have been discovered within fifty miles of Fort George, and in the future this district ought to rank as one of the great cement-producing sections of the continent. Beds of fuller's earth and china clay of high quality have also been found, and it is probably only a question of time till the utilization of this natural asset by the establishment of extensive potteries at Fort George.

This brief enumeration of the natural resources of the Fort George district will convince any one who investigates their truth that this portion of British Columbia is no whit inferior to any other part of the province in the fundamentals that will compel speedy development and prosperity. It is inevitable that somewhere in this region there will arise a city which will focus in itself the widely-varied industries and enterprises created by the utilization of resources so vast and varied. The fixed belief of those who have given careful consideration to all the facts is that Fort George will be this future city. There are many considerations confirming the conclusions reached by those most familiar with the facts. The strategic location of Fort George, in the very heart and centre of this rich district, is one of them. The fact that at Fort George there centres over one thousand miles of navigable waterways is a consideration of even greater importance. Down the Fraser to Soda Creek, up the Nechaco to Fraser Lake, up the Stuart, with its magnificent chain of connecting lakes, up the Salmon, through a rich agricultural country, and up the Fraser to Tete Jaune Cache, river steamboats can sail from Fort George in half a dozen different directions, and the natural pro-

ducts of the district can come to its commercial metropolis from almost every direction. Fort George is the Hub of Central British Columbia, reaching out in every direction by natural and economic means of communication, and drawing to itself from all points of the compass the natural wealth of an enormous territory.

Over and above these very valid reasons for Fort George's immediate commercial growth there is another, which even without those already cited, would compel its growth into one of the big cities of the Dominion. This reason is, that every railroad, prospective or under construction, that plans to go into Central British Columbia, goes through Fort George. The topography of the country compels railroad builders in British Columbia to follow the water grades, and the fact that at Fort George is the focus of all the main waterways of Central British Columbia makes the avoidance of that point physically impossible to any railroad building into this region. Twelve roads are either under present or contemplated construction into British Columbia's Inland Empire, and without a single exception they all go through Fort George! In all the continent of America there cannot be found any city into which five railroad lines run which has not a population of at least 25,000. There are many cities of 100,000 or more population, in the United States and Canada, situated in districts indisputably inferior to the country surrounding Fort George, and which are served by less than half the railroads that builders are planning to put into the future northern city. Within a few years Fort George will be one of the important railroad centres of the Dominion, and as each additional transportation link is built thereto it is bound to grow in mercantile, financial, transportation, industrial and agricultural importance. The confident expectation of those who have given the facts the most thorough study is that, within the lifetime of men not yet middle-aged, Fort George will be the second city in British Columbia.

If the foregoing statements are facts—and their verification is easy—the faith of those who every month are heading towards and settling in the future city is abundantly justified. When the supplementary facts of Fort George's stimulating climate, its vital interest in the impending development of the rich Peace River country, and its benefit from the far-reaching influences operating as the result of the early opening of the Panama Canal are considered, the conclusion is irresistible that the men and women who are braving present discomfort in Fort George will reap an early and abundant reward in having built up one of the big cities of the Dominion at the junction of the Nechaco and Fraser Rivers, as well as securely establishing their own personal and individual prosperity.

"QUEEN OF THE UPPER FRASER"

Tobacco-Growing in the Okanagan

By A. B. St. John

THE tobacco industry in Kelowna was carried on for a number of years, financed in a small way by local capital, until the product attracted the attention of the entire province of British Columbia, and called forth many encomiums both from the press and trade, being highly recommended by Earl Grey, M. Charlan, Chief of the Tobacco Division, Ottawa, and received the highest award in the gift of the province at the Vancouver Exposition in 1910.

The industry was brought to the notice of a number of men quick to see its possibilities. One of them, Mr. A. W. Bowser, had himself had a life-long experience in growing, curing and preparation of tobacco and manufacturing of cigars in the United States, Puerto Rico and South Africa. The proposition was thoroughly investigated, and with the object of placing the business on a satisfactory basis the British North American Tobacco Co., Ltd., was formed with a capital of $500,000.00, with headquarters in Kelowna, the "Orchard City," in the heart of the tobacco district of British Columbia.

The entire farms of the original tobacco company were obtained by purchase, and further lands sufficient to permit of enlarging the business to the necessary proportions were retained, thus controlling the production of cigar tobacco in this district. British Columbia is the only province in the Dominion of Canada where Cuban leaf can be grown.

The company's lands are situated in the most highly-developed territory in the province. The crop is a quick one, showing returns in six months, and is being produced and manufactured by the scientific methods used in the great tobacco-growing district of Vuelta Abajo, Cuba, and manufacturing centres of Tampa and Key West. The seed beds are sown in April, in frames protected by cheesecloth and canvas covers for frost protection, and are ready for transplanting the last week in May.

The crop is transplanted by machinery, five acres per day being the capacity of one machine, with two horses and three men doing the work of forty-five men setting plants by hand as in Cuba and Puerto Rico. This method is made possible by the wonderful texture of the soil in this district, freedom from weeds and stones, and the availability of irrigation.

The entire raw product for the manufacture of high-grade cigars is grown on the plantation, eliminating the importation of foreign tobacco, saving in this way the duty of 28c per pound on imported raw leaf. Pure-bred Cuban tobacco is grown for filler, Comstock, Spanish, Wisconsin, the recognized high-grade material for binders, and high-bred Sumatra under shade tent for wrappers.

The chief aim of the entire tobacco industry and the tobacco divisions of the various agricultural departments interested, for the past fifteen years, has been the production on a commercial scale of a high-grade wrapper that would not only supplant the imported Sumatra wrapper, thus saving the duty and transportation charges, but also to produce a wrapper better suited to home conditions and trade demands. The experiment was first tried in Florida, where Sumatra seed was experimented with, both under cheesecloth and a lath framework. It proved a remarkable success almost from the start.

Then the tobacco planters of Connecticut, a state that has produced a fine seed Havana filler for nearly two hundred years, thought their location and peculiar type of soil would warrant such experiment also, and planting along similar lines took place to a remarkable extent, large sums of money being invested for this purpose. Following too closely, however, the methods of Florida planters, which proved unsuited to their different climatic conditions, the industry met with a severe set-back, owing to the tobacco produced being entirely too thin and curing badly.

The United States Government, therefore, took the matter in hand, sending to the district their expert, Mr. Archibald D. Shamel, who had made a wonderful record

in other departments, for the purpose of studying conditions and working out a system that would meet the situation. In this he was extremely successful, and today the shade-grown industry is on a substantial and profitable basis.

Mr. A. W. Bowser undertook the production of Sumatra wrapper under shade tent in Puerto Rico one year after the first experiment was tried in Connecticut, the same year in which the Puerto Rico Tobacco Co., Ltd., commenced their plantings of this variety, being the first individual to do so on that island, where today it is considered the most profitable department of the industry, and thousands and thousands of acres are planted yearly.

A close study of the successful system prosecuted in Connecticut, together with a practical experience extending over a long period of years, has placed the British North American Tobacco Co., Ltd., well to the front in this particular. Their object is to grow the entire supply of wrappers for their own manufacturing purposes, and then produce sufficient leaf for distribution through their leaf department, for the consumption of Canada's leading manufacturers.

Various methods of harvesting have been used, and are being used in different tobacco districts throughout the world, depending a great deal upon climatic conditions and the different types produced.

The lath system has been found the best suited to conditions in the Okanagan Valley, as it saves a great deal of labor, being convenient in handling and avoiding in greatest measure possible breakage of leaves, a very fruitful source of crop deterioration.

The system of "spearing" the plant leaves it in convenient form to handle, each unit representing from 12 to 20 plants, according to variety, which can be handled with the same facility as one plant, the laths being placed on racks in the field, in which position they cannot "sun-burn," which would destroy the color of the finished article. When the tobacco wagon arrives, it being fitted with the same type of rack, the laths containing the plants are easily passed from rack to rack, and so transported to curing barns, which are arranged and spaced so as to carry the laths, the barns being filled in a rapid and systematic manner.

One of the prettiest and busiest sights of perhaps the most interesting and romantic crop today grown in the world, is the harvesting scene with all its many operations. Over it all is the feeling that the first stages have been passed in the great aim to supply in its most perfect form, a pleasure that has done so much to spread peace and contentment, and which has given man some of his happiest moments. This stage, however, is perhaps the simplest of any of the various operations of the industry, for even the highest-grade tobacco, in a dry state, could be absolutely ruined by ignorance and improper methods in the various subsequent steps before the raw material can be presented in the form of a perfect smoke.

The cost of planting tobacco, based on the unit of twenty acres, from actual results, is given by the company as follows:

Interest on capital invested in 20 acres	$ 400.00
Seed plants grown in hot beds	100.00
Plowing fall and spring	80.00
Planting by machine	87.00
Cultivating	75.00
Topping and suckering	50.00
Harvesting	315.00
Stripping leaves from cured plants	187.00
	$1,294.00
No. of lbs. of Wisconsin Spanish binders grown on 20 acres	24,000 lbs.
Value of crop to Factory, at 35c per lb.	$8,400.00
Total expenses	1,294.00
Net profit	$7,106.00
Profit per acre	355.30
No. of lbs. of Havana grown on 20 acres	20,000 lbs.
Value of crop at Factory, at 50c per lb.	$10,000.00
Total expenses	1,294.00
Net profit	8,706.00
Net profit per acre	435.30

Sumatra tobacco for wrapper purposes grown under shade tent costs as follows, per acre:

Cheesecloth	$ 140.00
Wire	10.00
Posts	10.00

Making holes for posts		$ 5.00
Erections for tents		25.00
Planting and care of plant		64.74
Administration expenses		38.00
		$292.74
Value of crop at Factory—		
1,000 lbs. at $1.00 per lb		$1,000.00
400 lbs. at .50 per lb		200.00
200 lbs. at .50 per lb		100.00
		$1,300.00
Total cost		292.74
Net profit per acre		$1,007.26

The British North American Tobacco Co., Ltd., was established on March 27, 1912, being duly incorporated under the laws of British Columbia, which are practically a duplicate of the laws of England, admittedly the most exacting of any country. The output of the factory is being marketed in Canada, which is offering an increasing market for high-grade cigars, last year's consumption being over 250,000,000. The company are increasing their plant as occasion demands, and are at present turning out 130,000 cigars per month. Some fifty hands are being employed in all departments.

Mr. Alfred W. Bowser, president and general manager of the British North American Tobacco Co., Ltd., was born in Halifax, Nova Scotia, thirty-seven years ago. Leaving home at an early age he turned his steps to the Connecticut tobacco plantations, where he received his first insight into the business. After a careful study of the industry, then in its infancy, in Virginia, Florida and Pennsylvania, he decided to settle in Puerto Rico, where for years he was instrumental with his co-pioneers in building up the growing of cigar leaf and the manufacture of cigars, from a local enterprise to a national industry.

Then came a call over 12,000 miles of land and sea, from far South Africa, to undertake the systematising of an infant industry. His introduction of modern methods in each field was uniformly successful.

The industry being practically in its infancy in the great Canadian Dominion beyond the seas, it was only natural that he should turn his thoughts to his native land, and the British North American Tobacco Co., Ltd., is the result of his efforts and organization.

The company's tobacco planter in British Columbia, Government Expert Holman, a man to whom, perhaps, more than to any other, is due the largest measure of praise for a dogged, inherent belief in his discovery of the Okanagan Valley as a country eminently suited for the production of cigar tobacco. Through years of persistent unbelief and adverse criticism, he maintained his belief in ultimate success and recognition, and today he stands justified.

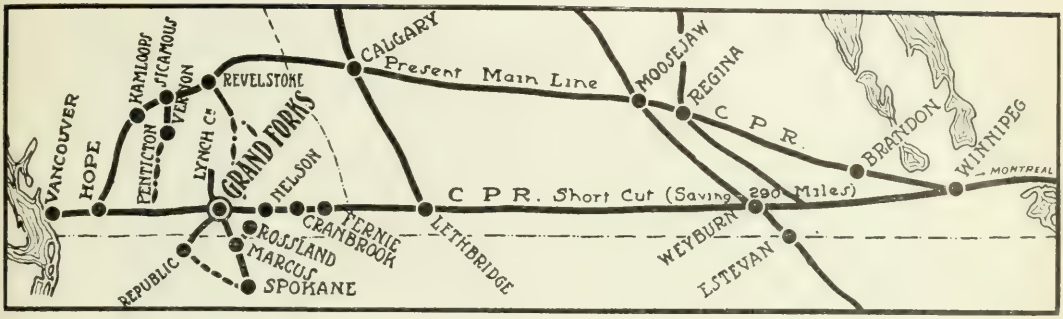
Mr. Holman was employed by the Provincial Government for an extended period, in the service of the Department of Agriculture, as public lecturer and propagator of the tobacco industry in British Columbia.

An extract may here be given from the May number of "The Tobacco Journal," devoted to the trade and published in London, England. The quotation is from their report of the International Tobacco Trade Exhibition held in London in April, 1907:

"The display of leaf, manufactured tobacco and cigars from Kelowna, B. C., created attention and interest, and conveyed a very fair idea of the possibilities of British Columbia as a tobacco-producing territory. Notwithstanding that tobacco-growing is in its infancy, Mr. Holman, of Kelowna, succeeded in raising many fine specimens of plants, having leaves from two or three feet in length, while cigars made from Vuelta Abajo, Havana leaf, 1902 crop, were equal to many well-known brands of imported. The exhibit included bundles of Wisconsin seed leaf, 1906 crop, a number of bundles, mostly three bands each, of Vuelta Abajo, Havana leaf, 1906 crop, and other of the 1902 crop. There is a succulence about British Columbia tobacco that is absent from every other country's growth, and which creates a flavor that must be acquired to be truly appreciated. There is ample room in British Columbia for enterprising agriculturists, if only they will direct their attention to tobacco-growing."

When it is remembered that tobacco from every tobacco-growing country in the world was shown at this exhibition, the prominent place and extended notice given to this exhibit must be highly gratifying to the people of the whole Okanagan Valley.

Grand Forks, B. C.



DIVISIONAL POINT ON NEW SHORT LINE OF C. P. R.

WITH seven separate lines of three railways, each built and in operation, radiating from this city, Grand Forks has already held an unrivalled position on the railway map of British Columbia. With further assured railway importance in its creation as divisional point and joint terminal by the Canadian Pacific and Kettle Valley railways, Grand Forks is not only on the eve of great development but will continue to hold in an unmistakable way the premier position in the interior of the province from a railway standpoint, and is destined to be one of the hubs of the West.

In consideration of the concessions granted by the city of Grand Forks, the Canadian Pacific and Kettle Valley Railway Companies agree to:

Make Grand Forks a joint passenger terminal and divisional point for the Canadian Pacific and Kettle Valley Railways.

Commence construction forthwith, within the city limits, of a round-house of at least a ten-stall capacity, a machine shop and all other necessary buildings and plant for maintenance of same; and maintain same for a period of ten years.

Establish a joint passenger station on site of present Kettle Valley Railway depot, on Third street, and make necessary additions thereto to properly care for transportation business. Maintain such depot for a period of ten years.

Run all passenger trains through the city over the present route of the Kettle Valley Railway for a period of ten years.

Establish an industrial spur for delivery of carload freight at convenient point within a quarter of a mile of the Kettle Valley depot.

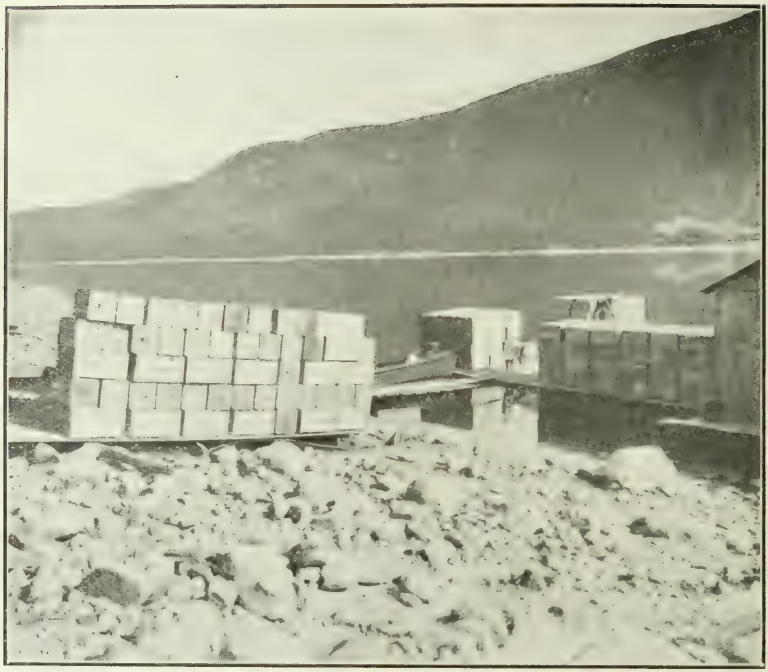
The by-law further requires that actual construction work be commenced within three months and be completed within one year.

INVESTMENTS: Sound, safe, profitable INVESTMENTS. Grand Forks, Central Interior point of British Columbia, and Kettle Valley, the ideal fruit and agricultural district, afford exceptional opportunities to investors. FRUIT LANDS, TOWN LOTS, MORTGAGE LOANS, TIMBER, MINES. Enquiries solicited.

Boundary Trust & Investment Co. Ltd.

Established 1901 GRAND FORKS, B. C.

Nelson, B. C.



APPLE SHIPPING SCENE ON WEST ARM, NEAR NELSON, B. C.

KOOTENAY APPLES NOW COMMERCIAL CROP

WITH the current season the West Kootenay achieves a new standing as a fruit-producing district, entering the ranks of shipping districts. Hitherto the 60,000 population that the census allowed the Kootenay has been equal to absorbing the fruit output of this lake region, but with a production of fifty carloads of apples, commercial markets are of course being sought. The prairie centres will take almost all the export crop. A shipment, with a view to the future, is being made to the English market, the Kootenay Fruit Growers' Union shipping a single carload, made up of Cox's Orange Pippin, Yellow Newton, Northern Spy, and Baldwin.

The apples are splendidly colored this year, a fact remarked by R. M. Winslow, provincial horticulturist, when attending the four-day fruit fair, the best fair in Nelson's history.

The West Kootenay has at least 300,000 acres of prime fruit land now available, watered by natural rainfall and by creeks, at elevations of from 1,400 feet to 2,500 feet. The acreage under cultivation is now about 15,000, with about 9,000 acres in trees.

At the rate at which the various sections of the West Kootenay are undergoing settlement—the West Arm and Kootenay River, Kootenay Lake and estuary, Slocan Lake and River, the Arrow Lakes and Columbia River, and the Salmon and Pend d'Oreille Valley—the fruit industry of this glorious mountain region will expand into one of the province's great assets.

The Better Class of Real Estate Investments

BRITISH COLUMBIA - Rich Farm Lands

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FRUIT RANCHES

in the beautiful Kootenay District, with bearing orchards and good, modern houses; revenue-producing properties these, ready for immediate occupancy; climate unequalled, beautiful surroundings; 5, 10 or 20-acre tracts from $200 to $2,000 per acre.

Reliable information and price list on request.

B. C. UNITED AGENCIES **Investment Brokers** **NELSON, B. C.**

Reference: Royal Bank of Canada, Nelson, B. C.

Vernon, B. C.

BIRD'S-EYE VIEW OF VERNON

VERNON is the principal city and centre of the Okanagan Valley, with a population of over 3,000 people, and is located about 45 miles south of Sicamous Junction on the Canadian Pacific Railway, with which there is daily train communication. Fruit growing, mixed farming, dairying and poultry raising are the principal industries of the district.

The average net profits of an apple orchard in this district are about $200 per acre. The cost of a ten-acre orchard, with the land purchased at $250 per acre, will amount to about $4,500 at the end of five years, and thereafter paying returns may be reasonably expected.

Vernon is equipped with all the necessities of modern life. There are six hotels, a modern lighting system, an ample supply of pure water and an excellent public school system. The Canadian Northern Railway has practically completed the surveys and will shortly start the construction of a branch line from Kamloops, on their main transcontinental line, to Vernon, Lumby and Kelowna, and according to charter it will be completed on the first of July, 1914; and have also acquired the water-power rights from the Couteau River and will also be in a position to supply electric power in a year or so.

The present post office and customs house are jointly located in a fine new building erected at a cost of over $50,000 on the main street.

A new court house and government offices are also in course of construction at a cost of about $200,000 and when erected will be one of the finest buildings in the interior of British Columbia.

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Fruit and Farm Lands in Vernon District, Okanagan Valley; also Vernon City Property

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Box 15 Phone No. 46 VERNON, B. C.

Kamloops, B. C.

BRIDGE OVER THOMPSON RIVER AT KAMLOOPS

SOME FACTS

KAMLOOPS was started one hundred years ago as a fur trading post.

Kamloops has a mayor and six aldermen.

Kamloops was incorporated in 1893.

Kamloops is recognized as one of the best kept cities in the West.

The derivation of the word Kamloops is from the Indian language, meaning "Meeting of the waters."

Eight years ago no man thought Calgary, Edmonton, Lethbridge, Saskatoon, or Regina would become large cities. Their location favored them, and they are among the leading cities of Western Canada today. Kamloops was nicely chosen as a location, being the centre of a number of fertile valleys branching out in various directions, with roads running north, south, east and west, and steamboats running east, west and north. For these reasons Kamloops will surprise the most sanguine of today.

Kamloops is conceded to have as fine a climate as can be found.

Kamloops' streets are carefully looked after both in the business and residential districts, and in consequence are always in a sanitary condition.

Kamloops is recognized as the commercial centre of southern British Columbia.

EVANDER McLEOD

Real Estate, Insurance, Investments

References: Dun's — KAMLOOPS, B. C. — Imperial Bank of Canada

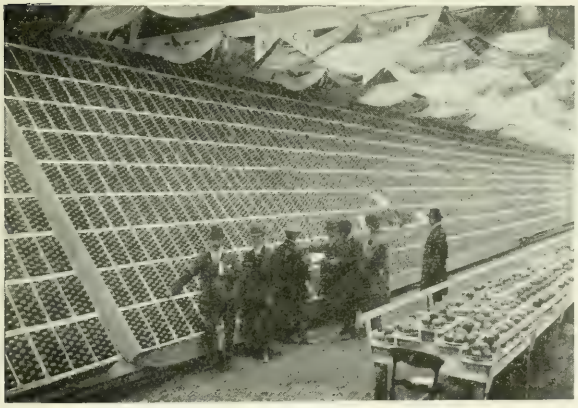
Write me about Improved Irrigated Lands at $30.00 per acre

RANCH AND FRUIT LANDS MY SPECIALTY

Kelowna, B. C.

KELOWNA is beautifully situated on Okanagan Lake, about midway of its length and has lake frontage of two miles. District comprises about 70,000 acres of rich soil in one area, greater part of which is supplied by largest and most up-to-date irrigation system in British Columbia. About 4,000 acres are planted to fruit orchards, mostly apples. Kelowna apples are famous. The other chief products are: All other fruits of the temperate zone; tomatoes, onions, potatoes, cabbage and other vegetables. Ready markets on the prairies and coast cities, Australia, etc., and British Columbia points for all apples produced. The western provinces largely demand vegetables, especially early varieties. Government roads through magnificent scenery. Rural telephones, rural mail delivery. Water transportation by daily C. P. R. passenger boats, connecting with C. P. R. main line at Sicamous Junction, several freight boats and car barges. Kelowna won gold medal at the N. W. Fruit Growers' Association in 1907; at the National Apple Show, Spokane, in 1908, prize money was $4,400, besides cups, medals and diplomas; gold medal at Provincial Exhibition in New Westminster, 1910, and at Canadian National Apple Exhibit, Vancouver, cash prizes $3,814 and many cups and medals; medals at Royal British Horticultural Society shows from 1905 to 1909.

KELOWNA ORCHARD SCENE



FRUIT EXHIBIT OF KELOWNA PRODUCTS

For any information and free illustrated booklet write to the Secretary (Dept. B.), Board of Trade, Kelowna, B. C. You will receive a prompt reply and literature explaining in detail the advantages of this district.

BELGO-CANADIAN FRUIT LANDS CO.

First-Class Fruit Lands in the Kelowna District for Sale

KELOWNA	290 Garry Street	11 Place Leopold
B. C.	WINNIPEG	ANTWERP

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British Columbia Irrigated Orchard Paradise

In Singularly Favored

Kettle River Valley

THE LAND

THE valley of Kettle River, tributary of the Columbia, in Southern British Columbia, is already famous for the richness and high quality of its standard winter apples.

It is the choicest of irrigated fruit land, volcanic ash and sandy loam soil with gravel subsoil, perfect natural drainage, most desirable altitude, most favorable climate, perpetual water supply and irrigation system already established, free to the owner.

Grows the finest of fruits right at the home of the highest priced consumer, within ten hours by Canadian Pacific or Great Northern Railways from Pacific Coast seaport cities.

THE PRICE

THE beautiful Nicholson Estate has been cut up into irrigated orchard tracts of various sizes, all irrigated and ready for cultivation. We are now able to offer these superb tracts of 10 acres each, more or less, at from $175 to $250 per acre—the cheapest first-class irrigated fruit land ever offered anywhere, and $100 per acre cheaper than neighboring lands.

Terms, one-fourth cash, balance in five semi-annual payments. We also arrange for expert cultivation of these lands at estimated cost.

There are but a few of these faultless fruit farms at these prices. Write at once for full information, detailed price list, maps, etc. No one may hope to see the like again.

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have been established on the banks of the Fraser River at

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"HALL-BORCHERT PERFECTION Adjustable Dress Forms"

do away with all discomforts and disappointments in fitting, and render the work of dressmaking at once easy and satisfactory. This form can be adjusted to fifty different shapes and sizes; bust raised or lowered, also made longer and shorter at the waist line and form raised or lowered to suit any desired skirt length. Very easily adjusted, cannot get out of order, and will last a lifetime.

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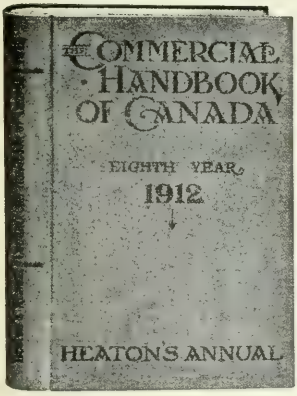

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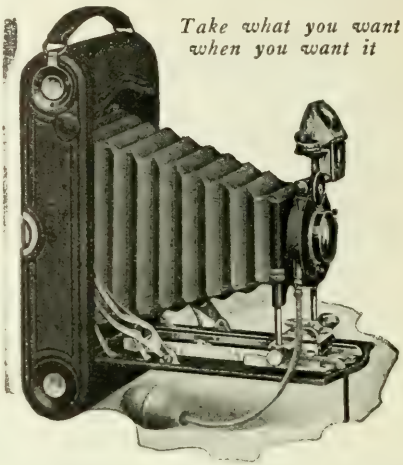

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"Delighted to hear good impression made by the Canadian cadets, and am very glad to have seen such a good body of Australian cadets in Toronto."

SELF-SUPPORTING HOMES — GROWING FRUIT in beautiful lake district, Southern British Columbia, without irrigation. $10 cash and $10 per month, without interest, for five acres. Delightful climate; scenery, fishing, hunting, boating. Information free. Write today. WATSHAN ORCHARD ASSOCIATION, Dept. F, Nelson, British Columbia.

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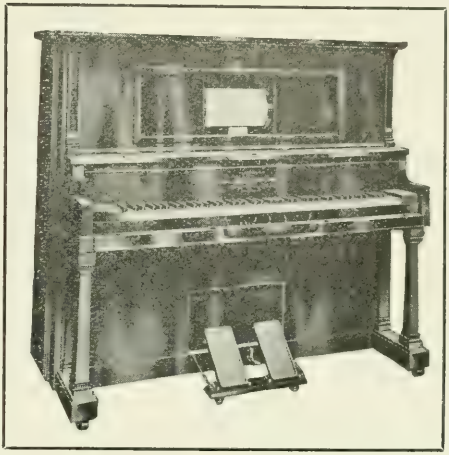

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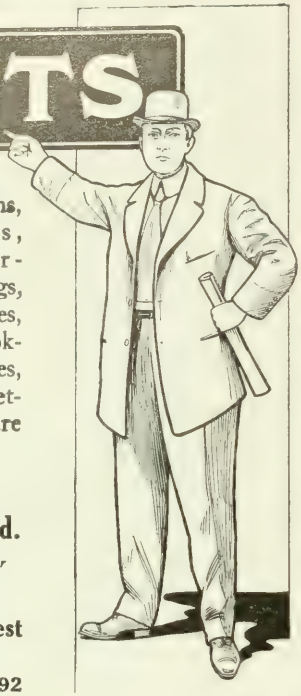

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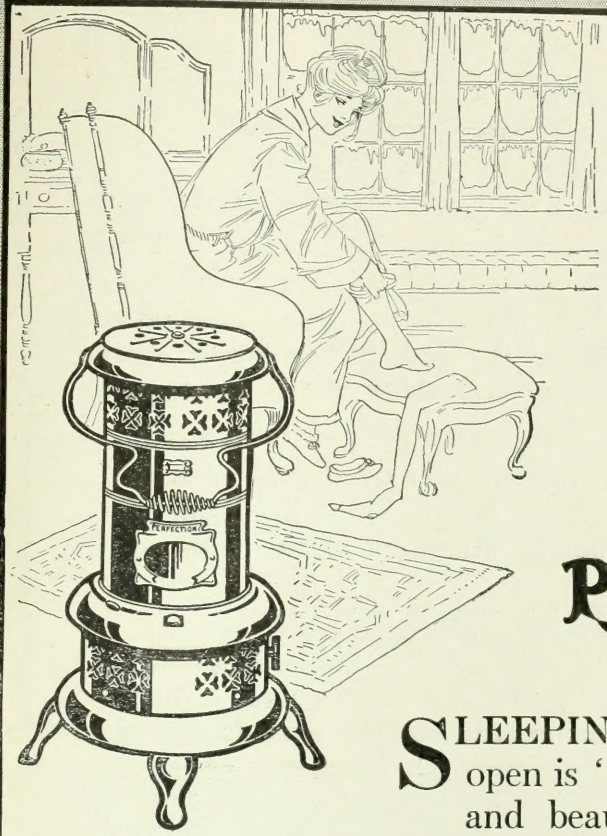

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Space on this page will not permit even a summary of Fort George's investment advantages. If you want to make money read the article on the Fort George district in this issue of this magazine.

Even if you don't want to make money you will find the article full of interest and information. After you have read it, call at our Vancouver office and talk Fort George over with us personally.

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